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THE
NAVAL ATALANTIS;

OR, A DISPLAY OF THE
CHARACTERS

OF SUCH
FLAG OFFICERS

AS WERE DISTINGUISHED DURING THE LAST
WAR.

By NAUTICUS JUNIOR.

L O N D O N:

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NAVY & MARITIME



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CONTENTS.

DEDICATION	i	Admiral Alexander Hood	98
Introduction	1	Sir Chal. Ogle	104
Admiral Lord Howe	9	Lord Hood	106
Sir Thomas Pye	17	Sir R. Hughes	111
Lord Rodney	23	Sir F. S. Drake	114
Young	29	Sir Edm. Affleck	117
Montagu	31	Elliot	120
Pigot	34	Hotham	124
Lord Shuldham	37	Sir J. Lindsay	128
Sir Peter Parker	40	Peyton	134
Barrington	43	Allen	137
Arbuthnot	48	Sir C. Middleton	142
Roddam	50	Dalrymple	145
Darby	53	Sawyer	148
Campbell	56	Sir Rich. King	151
Gambier	59	Faulknor	153
Drake	63	Philip Affleck	155
Sir Edw. Hughes	65	Sir R. Bickerton	158
Evans	68	Leveson Gower	161
Milbanke	70	Sir John Jervis	164
Sir Josh. Rowley	78	Duncan	170
Edwards	80	Sir Hyde Parker	175
Graves	83	Kempfenfelt	180
Digby	92	Prince William Henry	186
Sir J. L. Rofs	95		

CONTENTS.

Page	Subject	Page	Subject
1	Admiral Alexander Hood	92	Prince William Henry
104	Sir John Jervis	93	Countess
105	Lord Hood	94	Edwards
111	Sir R. Haydon	95	Sir John Howard
112	Sir F. S. Drake	96	Millbank
113	Sir Edm. Anson	97	St. John's Hospital
114	King	98	St. John's Hospital
115	Hobart	99	St. John's Hospital
116	Sir J. Lindsay	100	St. John's Hospital
117	Levon	101	St. John's Hospital
118	Allen	102	St. John's Hospital
119	Sir C. Middleton	103	St. John's Hospital
120	Osborne	104	St. John's Hospital
121	Sir Rich. King	105	St. John's Hospital
122	Levon	106	St. John's Hospital
123	Philip Anson	107	St. John's Hospital
124	Sir R. Bickerton	108	St. John's Hospital
125	Levon	109	St. John's Hospital
126	Sir John Jervis	110	St. John's Hospital
127	Levon	111	St. John's Hospital
128	Sir John Jervis	112	St. John's Hospital
129	Levon	113	St. John's Hospital
130	Sir John Jervis	114	St. John's Hospital
131	Levon	115	St. John's Hospital
132	Sir John Jervis	116	St. John's Hospital
133	Levon	117	St. John's Hospital
134	Sir John Jervis	118	St. John's Hospital
135	Levon	119	St. John's Hospital
136	Sir John Jervis	120	St. John's Hospital
137	Levon	121	St. John's Hospital
138	Sir John Jervis	122	St. John's Hospital
139	Levon	123	St. John's Hospital
140	Sir John Jervis	124	St. John's Hospital
141	Levon	125	St. John's Hospital
142	Sir John Jervis	126	St. John's Hospital
143	Levon	127	St. John's Hospital
144	Sir John Jervis	128	St. John's Hospital
145	Levon	129	St. John's Hospital
146	Sir John Jervis	130	St. John's Hospital
147	Levon	131	St. John's Hospital
148	Sir John Jervis	132	St. John's Hospital
149	Levon	133	St. John's Hospital
150	Sir John Jervis	134	St. John's Hospital
151	Levon	135	St. John's Hospital
152	Sir John Jervis	136	St. John's Hospital
153	Levon	137	St. John's Hospital
154	Sir John Jervis	138	St. John's Hospital
155	Levon	139	St. John's Hospital
156	Sir John Jervis	140	St. John's Hospital
157	Levon	141	St. John's Hospital
158	Sir John Jervis	142	St. John's Hospital
159	Levon	143	St. John's Hospital
160	Sir John Jervis	144	St. John's Hospital
161	Levon	145	St. John's Hospital
162	Sir John Jervis	146	St. John's Hospital
163	Levon	147	St. John's Hospital
164	Sir John Jervis	148	St. John's Hospital
165	Levon	149	St. John's Hospital
166	Sir John Jervis	150	St. John's Hospital
167	Levon	151	St. John's Hospital
168	Sir John Jervis	152	St. John's Hospital
169	Levon	153	St. John's Hospital
170	Sir John Jervis	154	St. John's Hospital
171	Levon	155	St. John's Hospital
172	Sir John Jervis	156	St. John's Hospital
173	Levon	157	St. John's Hospital
174	Sir John Jervis	158	St. John's Hospital
175	Levon	159	St. John's Hospital
176	Sir John Jervis	160	St. John's Hospital
177	Levon	161	St. John's Hospital
178	Sir John Jervis	162	St. John's Hospital
179	Levon	163	St. John's Hospital
180	Sir John Jervis	164	St. John's Hospital
181	Levon	165	St. John's Hospital
182	Sir John Jervis	166	St. John's Hospital
183	Levon	167	St. John's Hospital
184	Sir John Jervis	168	St. John's Hospital
185	Levon	169	St. John's Hospital
186	Sir John Jervis	170	St. John's Hospital
187	Levon	171	St. John's Hospital
188	Sir John Jervis	172	St. John's Hospital
189	Levon	173	St. John's Hospital
190	Sir John Jervis	174	St. John's Hospital
191	Levon	175	St. John's Hospital
192	Sir John Jervis	176	St. John's Hospital
193	Levon	177	St. John's Hospital
194	Sir John Jervis	178	St. John's Hospital
195	Levon	179	St. John's Hospital
196	Sir John Jervis	180	St. John's Hospital
197	Levon	181	St. John's Hospital
198	Sir John Jervis	182	St. John's Hospital
199	Levon	183	St. John's Hospital
200	Sir John Jervis	184	St. John's Hospital

DEDICATION.

TO HIS ROYAL HIGHNESS

Prince William Henry.

SIR,

IN laying the following Naval Characters at your Royal Highness's feet I feel a double gratification—that of paying my humble duty to a Prince, whose amiable manners and professional merits entitle him to universal admiration ;

ration ; and at the same time of conveying a just sense of the real merits of those Officers who devote their lives to the same honorable pursuits with your Royal Highness!

It is an evil inseparable from the great, that truth seldom or never approaches their ears. You, Sir, descended from the most illustrious House in Europe, and son to the *first maritime Sovereign* in the world, can have little opportunity of knowing what opinion to form of the adulating Naval croud that surrounds you ; I am, therefore, the more emboldened to offer

offer the perusal of this humble effort to your Royal Highness's attention, in the fullest persuasion, that however deficient it may be in point of classical erudition, it will be found to contain an impartial portrait of the characters therein delineated.

Your Royal Highness, at an early period of life, departed from the splendor of a Court, and every blandishment attendant on your exalted birth, to embrace a profession by no means calculated to afford pleasure to a youthful mind—a profession which you
have

have pursued with unremitting ardor, for a series of years, in almost every quarter of the globe!

That you may long live, Illustrious Sir, the glory of the British Navy, and the pride of England, is the fervent wish of the nation at large, but of none more sincerely than of your Royal Highness's

Most humble,

Most devoted, and

Most faithful servant,

NAUTICUS JUNIOR,

INTRODUCTION.

ASPIRITED and patriotic majority in the House of Commons having clearly demonstrated that the *wooden walls* of Old England are its best and most constitutional defence, it may not be unacceptable to the Public to be made acquainted with the characters of such *Naval Officers* of rank as were employed during the late war. In portraying the characters of those Gentlemen, I shall adhere, as much as possible, to truth and candour; neither bestowing fulsome panegyric on such of them as have deserved well of their country, nor sparing those whose actions may have laid them open to censure: and while I preserve this line of impartiality, it is but reasonable for me to cherish the flattering hope of being attended to with that degree of credit which facts, well authenticated,

B

ticated, ought at all times to receive. Before I enter upon a task that will probably create me some enemies, (for the language of truth is not at all times acceptable) I shall take a retrospective view of the conduct of the Earl of Sandwich, while his Lordship presided at the Admiralty Board, and compare it with that of the noble Viscount who now holds that department of the State. All ranks and descriptions of Naval Officers will agree, it was owing to the indefatigable zeal and spirit of Lord Sandwich, that Great Britain was enabled to send to sea a fleet capable of facing such a host of foes as this country never had to cope with till the late war. The House of Bourbon had not only raised its naval power to a pitch far beyond that which the annals of France and Spain could ever before boast of, but found itself strengthened by the revolt of our Colonies in North America, which in former times not only afforded us assistance, but poured an inexhaustible

source

source of naval stores into the arsenals of the parent state! It was in contending with these combined powers, to which the Dutch marine, and the wealth of that state, is to be added, that the equipment of the British Navy reflected so much lustre on the exertions of the Earl of Sandwich; and whilst I am anxious to give his Lordship every credit he so justly merits, happy should I be could I throw a shade over the conduct of some of our Naval Commanders, to whose charge the fleets of England were committed; but as I shall have occasion to enlarge on this subject, in treating of the respective characters of those officers, I shall content myself at present with taking a comparative view of the conduct of the noble Earl, and noble Viscount, in their ministerial capacities.

Earl of Sandwich—Courteous, affable,
and easy of access.

B 2

Viscount

Viscount Howe—Austere, morose, and inaccessible.

The noble Earl—A constant patron of unprotected merit.

The noble Viscount—Slow to reward it, and partial in his promotions*.

The Earl—A most perfect master of Naval etiquette, though bred in the Army.

The Viscount—Ignorant of the business over which he presides, though bred in the *Nautical* school.

The Earl—Supported with becoming dignity the high post of First Lord of the Admiralty.

The Viscount—Continually descending to *minutiae*, beneath even the Secretary; and in many instances regardless of the important duties of his office.

* Witness the recent promotion of Flag Officers.

The

The noble Earl—A well informed member, and adviser, of the Cabinet.

The Viscount—A mere cypher in it.

The Earl—Full of liberality, sound sense, and penetration.

The Viscount—Enveloped in mystery, and perplexed with errors.

Having endeavoured, as concisely as possible, to state the opposite traits which appear in the respective characters of the two noble Peers, I think it fair to observe, that if Lord Sandwich had a fault, it was that of sacrificing too much to party. As to Lord Howe, I believe no one ever doubted his *integrity*;—at the same time I shall not hesitate to say, that his abilities by no means render him fit for the station of First Lord of the Admiralty. Under the direction of able men, the business of the Admiralty, and its dependant Boards, would glide on in one continued channel of useful progress

and national advantage; instead of which, I will be bold to say, that all the researches of the present Board have carried them no farther than to a few trifling savings in the article of condemned stores, and lopping off some insignificant perquisites, beneath the attention of the noble Viscount, and his coadjutors in office. Had their œconomic system happily pervaded the interior Cabinet of the Admiralty, the Public might have been spared the expence of erecting a magnificent house for the residence of the First Lord; for if additional offices were absolutely necessary for the better discharge of that increasing business which *profound peace* brings with it, why not convert one of the houses of the other Commissioners to that purpose? Surely 1000l. per annum, for doing *nothing*, is sufficient for a *tool of Administration!* If not, an extra allowance of 100l. or 150l. a year, for house rent, &c. would no doubt have met the pliable consent of the Junior Lord Commissioner,

missioner, who is allowed a house in the Admiralty, that would have been very fit for the purpose. By such an arrangement, the thousands which are now wantonly lavished, might have been added to a fund that ought to be raised for the purpose of affording an additional receptacle for those disabled tars who, to the disgrace of the first maritime state in the world, are now begging in our streets, or pining in our gaols, amidst all the miseries of famine and despair. Many too, appear monthly spectacles before that awful tribunal where they are summoned to answer for having violated the laws of a country, under which they could find no relief from the calls of hunger, and whose battles they have bravely fought in every quarter of the globe. If such are the rewards of long and faithful services, where, my generous countrymen, shall we find men to uphold the Glory of England in any future wars! But I am wandering from my original intention, which is that

of delineating the Characters of Naval Officers; I shall therefore pay the compliment to the present First Lord of the Admiralty, and commence my Atalantis with the Military Character of *Richard Viscount Howe*.

NAUTICUS JUNIOR,

MILITARY

MILITARY CHARACTER
OF
RICHARD VISCOUNT HOWE.

IT is unnecessary for me to expatiate on the antiquity of the family from which this noble Lord is descended ;—suffice it to say, that it has produced many heroes, whose names are enrolled in the bright records of military honor ! The present Viscount bears the rank of Admiral of the White Squadron of his Majesty's Fleet ; and in the early part of his life distinguished himself, upon many occasions, in a very brave and gallant manner as a Captain in the Royal Navy ; but since his Lordship's promotion to a Flag, we do not find that he has in any respect signalized himself ; in fact, his Lordship's conduct on the coast of North America, rather served to throw
a shade

a shade over the laurels he had acquired in the fire and impetuosity of youth. Let us accompany the noble Viscount to Europe, and take a view of his conduct in the command of the Western Squadron; even there it would be difficult to find that his Lordship added any *fresh laurels* to those which earlier fame had woven round his head! It will be said that the enemy was superior to us in the Channel;—admitting it to be so; yet there are various opportunities for an Admiral to acquire praise, even in the exercise of the common routine of command; such as urbanity of manners, readiness of access, attention to the sick, and a thousand other qualities, necessary to form the character of a commander in chief. But no such generous praises accompanied the noble Lord's return to Spithead; and all he could *boast of* was, having brought his squadron through the narrow channel which divides the islands of Scilly from the main land of England; thereby favouring

ing himself the mortification of falling into the hands of the pursuing enemy. We shall find his Lordship, in this instance, as in some others that follow, an admirable adept in *flying* manœuvres! Witness the relief of Gibraltar, where the noble Admiral precipitately *retreated* through the Streights, for which service he received the *thanks* of both Houses of Parliament. How far the noble Admiral merited this testimony of approbation from the first assembly in the world, *time* (which regulates every other event) will, I believe, find it difficult to discover. In short, his Lordship's actions throughout the whole of this business formed one continued chain of orders, unintelligible to ordinary capacities, and of signals scarcely to be understood, and even when understood, bearing more than the construction they were separately meant to convey. We even find his Lordship to have been so thoroughly ignorant of the
rank

rank of one of the Flag Officers who served under him (Rear Admiral Alexander Hood) that at the time the noble Viscount thought fit to withdraw his fleet from that of the combined foe, after a few hours cannonade, and to detach eight sail of the line, as a reinforcement to the squadron then employed in the West Indies;—I say, so very ignorant was he of the circumstance of the above named Rear Admiral being a senior officer to Sir Samuel (now Lord) Hood, 'till the very day the detachment was to sail, that his Lordship found himself under the necessity of giving the command of it to Sir Richard Hughes, at a moment's notice, and to alter the arrangement that was made in favour of Admiral Alexander Hood. Had not this unpardonable blunder been corrected in time, there is not a doubt but that very excellent officer, Lord Hood, would have returned home in disgust, on sending a senior officer (although his

his brother) to supercede him in command. Thus might this country have been deprived of the glorious services of an officer who so nobly seconded the gallant Rodney, in leading the British fleet to victory, on the ever memorable 12th of April.—But to return with the noble Viscount to Gibraltar.

It is notorious, that the garrison was relieved more through *chance*, than his Lordships exertions; for by some shameful neglect or unintelligible signals, only fourteen sail of storeships got into the Bay the evening that the Fleet approached it. The remainder were abandoned to the mercy of the Mediterranean Sea, and might have fallen into the hands of the enemy, had it not been for the vigilance and activity of Captain Holloway, in the Buffalo sixty gun ship; for the combined fleet quitted their anchorage in the Bay of Algeziras, and stood over to the coast of Barbary, in sight of the British squadron, which was at this time keeping the
coasts

coasts of Spain aboard, with a view of regaining Gibraltar by short tacks. And here I cannot forbear remarking on the great want of *seamanship* which his Lordship displayed, when a strong Levant, or easterly wind came on to blow very hard; for instead of using that caution and circumspection which his situation required, he carried such a press of sail, that the whole fleet were at the back of the rock so unexpectedly, it was a miracle they were not all dashed to pieces; and in such a perilous situation did they remain for some hours, with a most tremendous swell and little wind, that the ships were altogether ungovernable, and perpetually in danger of sinking each other; the Princess Amelia, and other ships, were absolutely driven under the fire of the Spanish batteries; and in short, all was hurry, confusion, and want of presence of mind—a virtue most highly necessary in the hour of extreme danger. At length by one of those wonderful interpositions of Providence,

which

which sometimes happen, the fleet happily got clear of the rock, and stood over to the Bay of Tetuan, on the coast of Barbary; where the troops, destined to reinforce the garrison, were disembarked from the line of battle ships into frigates, and by them transported thither. This business had scarcely been effected, when the enemy appeared in full force, coming down upon the English fleet, which was conducted with great expedition through the Straights into the Atlantic Ocean. The enemy carrying a crowd of sail, in pursuit, and at length coming up with the latter, the enemy commenced a distant cannonade; having previously arraigned their ships, during the course of the day, in such a manner as to make it visible to the meanest capacity, that it was their intention, if possible, to cut off the rear division. Whether the noble Viscount was determined not to see as other people did, I cannot say; but true it is, that had it not been for the intrepidity and good conduct of Vice Admiral

miral Milbanke, and the rear division under his command, they would assuredly have been captured; and so thoroughly had Lord Howe consigned them to their fate, that till he dispatched a frigate to know the event, he concluded they were no longer a part of his squadron. The center (his Lordship's own division) was not in action, being separated some miles from the van and rear, who bore the whole brunt of the fire. To be brief,—Gibraltar was relieved, and the fleet returned in safety to England.—Thanks to the wise disposer of events alone, and not to the noble Viscount who commanded the expedition!

NAUTICUS JUNIOR.

ADMIRAL

ADMIRAL SIR THOMAS PYE.

IT is rather deviating from my original intention to bring forward characters who are no longer in existence; but there was something so very extraordinary and eccentric about this Officer, as will, I trust, be admitted as an excuse for placing him among the living characters.

We do not find that Sir Thomas Pye possessed any requisite that could recommend him to public favour, but in his station of Port-Admiral, at Portsmouth, during the late war. He was descended from a very ancient family in the County of Berks; and being a younger son, was destined for the sea service, before his parents had consulted his inclination, or examined how far he was calculated for such a life. To a very confined understanding, the Admiral joined an infinite

share of personal vanity and supercilious consequence ; and was a dupe to any creature who would flatter the former weakness, or humbly bow at the shallow shrine of the latter. So deficient was he in point of erudition and classical knowledge, that it was extremely fortunate, the station in which he was placed, rendered it unnecessary for his *official* correspondence to reach the public prints.

Through the interest of the *Batburs* family, to which Sir Thomas Pye was related, and by a species of servility, which he knew how to prostitute at the shrine of Power, he rose, by rapid degrees, to Naval Rank. The West Indies was the first station where he displayed a broad pendant as Commander in Chief ; and by a *faux pas* which he committed there, and which is notoriously known, the Lords of the Admiralty deprived him of three years rank. While the Commodore continued upon the Leeward Island station, his whole time was devoted to intrigue, and,

and, with a figure as awkward as his address was disgusting, he had the vanity to believe that he was irresistible in the eyes of every woman who beheld his curious person. A story, no less laughable than true, is recorded of him in Antigua:— Having long been enamoured of a merchant's lady of that Island, the Commodore came to a resolution of laying regular siege to her; in consequence of which, notwithstanding she was the most affectionate and exemplary of wives, he had the insolence to make known to her his brutal passion, and absolutely requested she would give him an assignation. The lady seemed to favour his suit, and appointed a certain evening at her own house, when it was supposed that Benedict would be abroad. Our hero did not fail to be punctual to the appointment, and the husband, having been previously let into the secret, provided a basket to be let down from the window of the lady's bed-chamber, in which it had been agreed

bowalls

that the amorous Commodore was to have been drawn up by some trusty negro ; when, lo ! to his unspeakable mortification, he soon found himself suspended half way between the window and the ground ; in which situation he continued all night a prey to the mosquitos, and other noxious insects peculiar to that country ; and was exposed in the morning to the derision of the multitude, who flocked from all parts to behold the exaltation of the lascivious Commander in Chief.

Although this mortifying story accompanied his return to Europe, he nevertheless prosecuted his intrigues with unabating ardour. At the commencement of the American disturbances, we find his Flag flying at Spithead ; and during the many years he enjoyed that command, he was scarce ever known to go over the threshold of his door. His time was wholly employed between the duties of his station (to which it must be allowed

allowed he paid great attention) and carrying on amours with the wives and daughters of such inferior Officers as were mean enough to purchase favour by the shameful prostitution of their dearest connexions to this emaciated old goat. Many of these *creatures* now bear *rank* in the service; while the brave and honest tar pines in anguish and despair, or is driven by the iron hand of necessity to serve the enemies of his country against his will. When his Majesty first honored the Fleet at Portsmouth with a visit, he was pleased to confer upon the Admiral the honor of Knighthood; and at a succeeding visitation another year, the same rank was conferred upon his Captain, now Sir Digby Dent.

In his capacity as Commander in Chief, the Admiral gave general satisfaction, except to Lord Howe, who being a junior Flag Officer, and not entertaining the highest opinion of his senior's abilities, could not brook his interfering unneceffa-

rily with the squadron under his Lordship's command at Spithead; on which account, Sir Thomas *was granted leave of absence* from his duty for six weeks, and Vice Admiral Milbanke was ordered to Portsmouth to succeed him, as a temporary Commander, the latter being junior to Lord Howe, whose haughty mind cannot brook controul in the line of his profession, although servile to adulation at a Minister's mandate.—Sir Thomas Pye was a constant tool to the First Lord of the Admiralty, by whom he was at length rewarded with the Lieutenant Generalship of Marines, upon which he retired, and devoted the remainder of his days to his numerous female attachments.

NAUTICUS JUNIOR.

LORD

LORD RODNEY.

THE brilliant success which, in so many instances, marked the actions of this distinguished Admiral during the late war, justly entitles him to the appellation of a *fortunate* Commander; and has proved to him a fountain of public honors! The noble Lord is Admiral of the White Squadron of his Majesty's Fleet, Vice Admiral of England, Knight of the Military Order of the Bath, and enjoys a pension from the liberality of Parliament, for the services he has rendered his country. His Lordship's first entrance into public life was more marked by the pursuits of pleasure, than those of his profession; and it was rather his pride to figure in the circle of a Court, than to bury himself in the study of Naval Tactics: hence it will, in the sequel, appear, that he was often found deficient as a Flag

Officer, in practical seamanship, and of course indebted to the judgment of his Captains for the laurels which adorn his brow. Previous to my entering upon a disquisition of his Lordship's defects in this instance, it may not be improper to premise, that at the time the command of the squadron, destined for the West Indies, was offered to the noble Admiral, he was in exile on account of his debts; and even such were the embarrassments under which he then laboured, in the country to which he had retired, that had it not been for the princely munificence of an illustrious French Nobleman*, he could not have quitted that country. I shall pass over the less important annals of his Lordship's life, and bring him at once to that fortunate æra of it, when,

* This benevolent Nobleman (said to be Le Duc de Penthièvre) not only paid his debts, but generously afforded him the means of repairing to that command which proved eventually so fatal to the glory of France.

amidst

amidst the pursuits of merciless creditors, who followed him to Portsmouth, he happily embarked on board his Majesty's ship the Sandwich, in order to proceed to the relief of Gibraltar; and I must do the noble Admiral the justice to say, that no man ever embarked on service with a more enthusiastic zeal for the real honor of his country!

It would afford me a most sensible satisfaction to follow his Lordship with my praises throughout the course of his command; but I have pledged myself to relate facts: and shall therefore first observe, that when the noble Lord fell in with the Spanish squadron, commanded by Don Juan de Langara, it is notorious, that not a ship of them would have been taken, had it not been for the active zeal, and heroic ardour of Captain Young, of the Sandwich; for the noble Admiral had positively given orders, that the signal for chase should be *hauled down*, when the gallant Captain (now no more) requested

quested he would retire to his cabin, and he should be obeyed; instead of which he *repeated* the signal to chase, and thereby led the British Fleet to a glorious victory !

In following the noble Lord to the West Indies, we shall find his conduct in many instances reprehensible, even on that memorable day, the 12th of April, to which he owes the principal honours that have been bestowed upon him. 'Tis true the noble Admiral displayed infinite zeal and ardor in bringing the French Fleet to action, but had not presence of mind enough to take that advantage which the success of the day offered to him ! for the Comte de Grasse had not struck his Flag *two minutes*, when Sir George Rodney ordered the signal for battle to be hauled down. Flushed with the capture of the French Commander, the British Admiral had not foresight to wait the effect of the panic with which the enemy was struck. The victory was decisive; many ships were captured;

captured; and some that retreated, had they been timely pursued, might have added to the triumph. Thus was a glorious opportunity lost for annihilating the marine power of France in that quarter of the globe. I cannot, however, forbear mentioning an instance of private friendship, which did honour to his Lordship's feelings in the moment of victory. Previous to his embarkation at Plymouth, he resided at the house of Paul Ourry, Esq. then Commissioner at that port; and in the course of an evening's conversation, his Lordship having, as was usual to him, dwelt with great fire upon the certainty of vanquishing the enemy, Mr. Ourry coolly said to him, " Sir George, " if what you vainly anticipate should " come to pass, will you make my friend " Hancock Kelly a Captain?" He declared he would; and when the Admiral sent home his dispatches, they were accompanied by the following friendly letter to the Commissioner :

" My

" My dear Paul,
 "'Tis done—the battle's past, and Bri-
 " tain's Flag victorious!—I have made
 " your friend Kelly a Captain.—My com-
 " pliments to the amiable Caroline; and
 " I am
 " Your old friend,
 " G. B. RODNEY."

In consideration of this exalted instance
 of private friendship, in his Lordship's
 advanced state of life, I shall not disturb
 the evening of his days by any strictures
 on his conduct at St. Eustatius, &c. &c.

NAUTICUS JUNIOR.

ADMIRAL

ADMIRAL YOUNG.

THE natural activity and zeal which have ever distinguished this deserving officer, is too well known to need any particular comment. With an unblemished character, he has attained the highest rank in his profession, that of Admiral of the White Squadron of his Majesty's fleet; and although far advanced in years, he yet possesses sufficient strength of mind, and gallantry of disposition, to do honor to the British flag. There are no striking features which particularly mark the nautical character of this worthy Admiral; I shall therefore only instance the period of his command some years ago on the Leeward Island station, where, by his example and instruction, many young men of the most noble families in England, were taught the first rudiments of that profession, of which during the late war, they proved
the

the most distinguished ornaments. Without offering any further panegyric on this officer, I shall conclude by observing, that he is justly entitled to the approbation of his country for the general tenor of his military conduct.

NAUTICUS JUNIOR.

ADMIRAL

ADMIRAL MONTAGU.

THE outlines of this singular officer form such an extraordinary compound, as renders it a task of some difficulty to delineate his character with precision. He bears the rank of Admiral of the White Squadron of his Majesty's fleet; and *calls himself* a descendant of the noble family of Sandwich. However, when we consider the offensive vulgarisms which mark his conversation, and the unexampled rudeness of his manners, as well in public as in private life, one would be apt to imagine, that our Admiral's affinity to the *polished* house of Montagu, was very far removed.

A martinet, without discipline, and a disciplinarian, without method, he was always aiming at that which was beyond the reach of his abilities, or affecting to disregard what it ought to be the pride of every

every military man to aspire at--the approbation and esteem of his brother officers!

The professional conduct of this Admiral, prior to his attainment of a flag, is not marked with any *trait* that can either throw a lustre, or cast a shade upon his character. During part of the late war, he was Governor and Commander in Chief at Newfoundland; and had afterwards the command of his Majesty's ships employed on the coast of North America. It is useless to say more, than that the Admiral held these appointments some time, and then returned to England. He made himself remarkable on the trial of the deceased Lord Keppel, by putting the following question to every officer who gave evidence at this extraordinary Court Martial:—"Did Admiral Keppel's conduct, on the 27th of July, in any respect tarnish the lustre of the British flag?" This important question was so pointed, that it had a decided weight in the Admiral's acquittal, and caused a coolness between

tween the noble Lord then at the head of the Admiralty, and his *new relation*. On Lord Howe's coming to the Board, Admiral Montagu was appointed Commander in Chief at Portsmouth, where he continued till he was superceded by Lord Hood;—an event which gave infinite satisfaction to all the officers employed at that port.

NAUTICUS JUNIOR.

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ADMIRAL

ADMIRAL PIGOT.

WHEN this accomplished Officer was appointed to succeed Lord Rodney, as Commander in Chief of his Majesty's ships employed in the West Indies, his character, as a professional man, had not reached its zenith, although his rank entitled him to hoist his flag at the main.

Hence it was that the *Tory party*, which has been so effectually undermining the constitution of this country for a series of years, took upon them to augur, that the honour of the British flag was committed to the discretion of an Officer whose nautical experience was incompetent to a charge of so much importance to the nation.

The Admiral, however, by his exemplary conduct, happily averted the poisoned arrows that the malevolence of party had directed against his fame, and proved

proved one of those instances which sometimes happen, that well-founded *theory*, when properly ingrafted on the noble stock of zeal and bravery, may tend to promote military service as much as *practical* experience, unimproved by mathematical knowledge and the science of naval tactics.

Admiral Pigot's conduct on the other side the Atlantic Ocean, as well in the West Indies as on the coasts of North America, fully justified his Sovereign's choice, and won him the esteem and admiration of all the fleet.

The ratification of a peace, which, though originating in sound policy, was shamefully concluded, prevented the Admiral from giving any signal proofs of that personal courage which is one of the leading characteristics of the respectable family from which he is descended. On the late appearance of a war, the *voice of the nation* unanimously approved of this excellent Officer for their Naval champion;

pion ; and it is sufficient to say, that such great characters as Admirals Barrington, Hotham, and Jervis, were proud to offer their services under his banners :—no stronger panegyric can be given, unless it is to add, that Admiral Pigot's private virtues and elegance of manners give a brilliant finish to his professional character !

NAUTICUS JUNIOR.

LORD

LORD SHULDHAM.

THIS Admiral possesses no professional merit to render him worthy of public notice; but the noble Hibernian is so every way qualified for a splendid foil to the naval *worthies*, whose names adorn this Atalantis, that it is a tribute due to their superior excellence to place him *in that light* among them.

His Lordship, considered as a nobleman, a seaman, or a friend, will be found to be equally deficient in all those characters. The rank of an Irish Baron he owes to a circumstance by no means calculated to add lustre to a coronet!—that of an Admiral to fortuitous events; and as for the soothing voice of friendship, her generous sympathy never yet approached his ear, or dwelt upon his tongue.

Unexpectedly raised to dignities above the line of that mediocrity in which the Admiral had been used to move, and forgetful of what was due to his former connections, the noble Lord, by his elevation to the Peerage of the sister kingdom, assumed a consequence too *great* for the little, and too *little* for the great; and is at this time considered by each as a kind of posthumous excrescence of mushroom nobility!

It may be considered as a blot in the ministerial escutcheon of the Earl of Sandwich, that he entrusted the command of his Majesty's ships in North America, to the direction of such an officer as Admiral Shuldham, whom the real exigences of affairs rendered it necessary to recall from thence in a *very sudden manner*. His Lordship's subsequent appointment as Port Admiral, at Plymouth, stamped his character with an additional trait of that servile adulation which paved his way to temporary consequence. The noble
Lord

Lord took the reins of that command without the power of directing them with judgment, and continued there for a series of years, without leaving behind him one trace of official greatness, or of private benevolence !

NAUTICUS JUNIOR.

SIR PETER PARKER, BART.

AMONG the various Flag Officers who distinguished themselves during the late war, no one gave more convincing proofs of personal valour than this Admiral. His gallant attack upon Sullivan Fort, in America, in his Majesty's ship the Bristol, of fifty guns, was such as is scarcely to be equalled. The quarter-deck of the Bristol was twice cleared by the enemy's batteries, whilst the undaunted hero braved surrounding danger, regardless of the slaughter which every where presented itself before him; and received the incessant fire of the Americans, with an intrepidity and coolness that would have done honour to the Roman name! This gallant Officer is Admiral of the Blue Squadron of his Majesty's Fleet, and some years since received the honour of knighthood, as a reward

for

for his meritorious services in North America. His progress in the navy has been regular, steady, and uniform; and his professional character stands unimpeached. Early in the late war he was appointed Commander in Chief of his Majesty's ships at Jamaica; and after a long residence on that station, he happily returned to Europe with a brilliant fortune, most honorably acquired. The merchants of the Islands of Cuba and Hispaniola had reason to dread the name of Parker, for such was the disposition in which he placed his cruising frigates, that nothing could escape them. This brought such an influx of specie into Jamaica as was never known before, and endeared the Admiral to the inhabitants of that important Island in the most grateful and affectionate manner. Soon after Sir Peter's return to England, he was raised to the dignity of a Baronet of Great Britain, and elected one of the Representatives to serve in the present Parliament for the

Cinque

Cinque Port of Seaford, in Suffex; but through some underhand manœuvres of the arch-patriot of Ireland*, he was on petition thrown out. He has, however, since that been re-elected by the unanimous suffrages of his constituents.

NAUTICUS JUNIOR.

* Mr. Flood.

ADMIRAL

ADMIRAL BARRINGTON.

THIS truly meritorious Admiral possesses every virtue that can adorn the Officer, or the Man; and although descended from a very ancient and noble family, he was at all times ready to forego the honours of rank, and comforts of ease, when his country called for his professional services. The Honourable Admiral is brother to Lord Viscount Barrington, of the kingdom of Ireland, Admiral of the Blue Squadron of his Majesty's Fleet, and Lieutenant General of Marines. From early youth he shewed an attachment to the Naval service, in which he rose by *regular* and progressive stages to the rank he now bears, more from his active exertion as a *thorough bred seaman*, than from those family connections which, unhappily for this country, have raised

too

too many of the inactive younger branches of noble families to that rank which ought to have been bestowed on more experienced and more deserving Officers—a system which must, sooner or later, prove fatal to the very existence of the Navy. It is totally unnecessary for me to say that the Admiral passed through the several gradations of subordinate service with an eclat equalled by few, and surpassed by none; and in the more elevated rank of a Flag Officer, stands unrivalled. The reduction of the Island of St. Lucia, must immortalize his name; and his gallant defence of it afterwards, is first among the naval achievements of the late war. With a much inferior squadron, the gallant Admiral repulsed the powerful fleet commanded by the celebrated Count d'Estaing, and thereby preserved an Island which might justly be called the eye to the French West India Colonies; for, from its local situation, it not only com-

manded

manded a view of every vessel going into, or coming out of Martinique, but afforded an opportunity for the British squadron, lying in the Bay of Gros Islet, to give immediate chase. Witness the various convoys of naval stores captured by Rear Admiral Hyde Parker; and also Lord Rodney's victory on the memorable 12th of April. In short, in so important a light did the French consider this valuable and fertile Island, that they made the cession of it one of the first preliminaries in the late treaty of peace; and, thanks to the wisdom of the immaculate Marquis of Lansdown, it was given them, with the Island of Tobago, as an additional *douceur*, to *sweeten* the bewitching treaty.

But, to advert again to the brave Admiral,—we do not find that his return to Europe, after this *signal* service, was distinguished by any particular mark of his Sovereign's favour, or that his veteran shoulders were

were graced with those *blushing* honours which have been so lavishly bestowed on others of inferior rank. Modest and intrinsic merit will always exalt itself; and there is not a doubt but this distinguished seaman feels more real contentment from the consciousness of self applause, than if the fountain of honour was to play in streams upon him. His fame, through the *exigencies* of affairs, and a long series of faithful services, found an avenue to the Royal breast; but although his Majesty earnestly and personally, in the Closet, solicited the Honourable Admiral to take the command of the Western Squadron, he prudently, though respectfully, refused going in that station, with *his hands tied behind him*, but nobly offered his services as second in command; wisely judging, that a character honourably acquired, should not be hazarded at the precarious shrine of ministerial manoeuvres!

Endeared

Endeared to Old England, and beloved by all mankind, this worthy and truly honourable Admiral stands an unequivocal proof, that the brave and virtuous will ever be respected, honoured, and admired !

NAUTICUS JUNIOR.

VICE

VICE ADMIRAL ARBUTHNOT.

THIS Admiral's conduct in America has been so variously spoken of, and I confess myself so totally ignorant of it, except from the report of the officers who served in the Squadron under his command, that it would be departing from the declarations of candour, with which those characters were commenced, to speak decidedly upon a subject of so delicate a nature; it is therefore impossible for me to say whether the severe censures which have been passed upon this officer's conduct, are justly founded, or that having previously occupied a civil department in the Navy*, a kind of distrust of the Admiral's military exertions and abilities might operate to his prejudice, on the minds of a fleet which had been accustomed, for a length of time, to active and

* Commissioner at Halifax, in Nova Scotia.

serious services under more experienced commanders.

It is, however, beyond a doubt (from what cause is not generally known) that the operations of the fleet, when under Admiral Arbuthnot's command, reflected no great honour on the British Flag ; nor did they tend in any degree to effect the great purposes for which that Naval force was sent into the American seas.

During the period of this Admiral's command, the livid colours of France acquired a brighter hue than they had ever before displayed in any quarter of the globe, when opposed to English *True Blue* ; and certain it is, that there was a fault somewhere ; but the same secret influence which screened so many military errors in the West Indies, and in Europe, during the late unfortunate war, from public enquiry, extended its protective wings over the directors of the inauspicious campaigns on the coasts of North America.

NAUTICUS JUNIOR,

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VICE

VICE ADMIRAL RODDAM.

THIS worthy Officer forms one of those deserving characters which must command the esteem and respect of all good men. He is the head of a family which has been long seated at Roddam Hall, in the County of Northumberland; and bears the rank of Vice Admiral of the Red Squadron of his Majesty's Fleet. We do not find him any way particularly distinguished as a Naval Officer, nor can the Admiral be considered as a mere negative character. It frequently happens in military life, that a man may possess all the innate principles of heroic virtue and bravery, without ever being favoured with an opportunity of signalizing himself. Such, I will suppose to be the case with Admiral Roddam. When Captain of his Majesty's ship the Greenwich, she was compelled to strike to the superior force of
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the enemy ; but not till every possible exertion had been made to support the honour of the British Flag. The gallant Sir James Wallace was at that time First Lieutenant of the Greenwich. At the commencement of the late war, Captain Roddam had the Cornwall, of 74 guns ; and, in the absence of Sir Thomas Pye, commanded for some time at Portsmouth, as senior Officer of his Majesty's ships at that port. He was soon after promoted to the rank of Rear Admiral ; and through the interest of the Newcastle family (to which he is nearly allied) was appointed Commander in Chief of his Majesty's ships and vessels in the river Medway, and at the Buoy of the Nore. During this command, which he held throughout the war, the Admiral displayed such an indefatigable attention to the real interests of the Navy, as will ever reflect the greatest credit on his character. Merit, however obscure, never passed him unregarded. He was the father, the protector, and the patron " to those who

“ had none to help them ; and he caused
 “ the widow’s heart to sing for joy.”
 Exemplary and social in private life, his
 little mansion at Sheerness* was the seat
 of every hospitable comfort, and an open
 asylum to all professional men of merit
 and reputation. Charitable, humane, and
 full of urbanity, he was in the wilds of
 Kent, what he now is in the vicinity of
 his paternal abode,—the general dispenser
 of benevolence to all around him. If,
 therefore, no professional *traits* appear in
 the character of Admiral Roddam, from
 which he may be called the bravest, we
 may, nevertheless, pronounce him to be
 one of the best of men !

NAUTICUS JUNIOR.

* It is worthy of remark, that the Naval Com-
 manders in the river Medway, who is necessarily
 obliged to reside on shore, has no mansion to live
 in, although every petty Clerk in the Civil depart-
 ment of the Navy is allowed a house. Admiral
 Roddam was glad to take up with an office belonging
 to Commissioner Proby, who kindly gave him the
 use of it. Great regulations in that respect are
 wanting at all the royal sea ports.

VICE

VICE ADMIRAL DARBY.

AT that inauspicious æra, of the late war, when the violence of Party had extended itself on a new element, and inculcated the pernicious principles of politics in the minds of the Officers of the Fleet, it was difficult to find an Admiral who would accept the command of the Western Squadron, divided as it was by various opinions, and inflamed by the Courts Martial which had been recently held upon two of its principal Flag Officers.

Many Admirals of established reputation were applied to on this pressing occasion; and it was the first instance ever known in the Naval records of Great Britain, that the station of Commander in Chief of the Channel Fleet absolutely went *a begging*.

Sir Charles Hardy was first brought forward as acting manager on this new nautical stage. Sir Francis Geary seconded this emblem of superannuation; and next followed Admiral Darby.

It was at this very singular period of Naval convulsions, that the combined fleet of France and Spain, (as if directed by instinct) entered the Channel of England, and, for the first time, spread terror along our Western coasts. Happily, however, for this country, their views were no further hostile, than to make a *Gascon parade*, otherwise the town and Royal dock of Plymouth must have fallen sacrifices, (situated as they were) to so powerful an armament. As it was, his Majesty's ship the *Ardent*, of 64 guns, was the only capture that graced their temporary triumph into Brest. The genius of Britain, however, hovered o'er that ship, and restored her to her native seas. The *Ville de Paris*, *Glorieux*, and other ships, were lost in the dreadful tempest

pest that proved so fatal to the floating laurels which Lord Rodney had previously gathered in the West Indies; but it seemed as if fate had determined that the Ardent should again be numbered among the British fleet, for she was miraculously preserved amidst the general wreck.

To return to Admiral Darby. The operations of the squadrons under the direction of this Officer, were of so little consequence to the nation (except in relieving the garrison of Gibraltar) that they are scarce worth mentioning.

To speak of his private character;—it is needless to say more than that the love of money constitutes its leading feature, and that the name of Darby bears more estimation in the *Alley*, than it did on the *Main*.

VICE ADMIRAL CAMPBELL.

THE singular virtues which adorn the character of this Officer, as well in civil as in military life, though not of the most splendid kind, are nevertheless of a nature calculated to inspire us with sentiments of admiration and esteem.

His first service in the last war was on board the Victory, as Captain to his friend the late Lord Keppel, which station he occupied with as much credit as could possibly be derived from such a situation; and notwithstanding the operations of the Fleet were not eventually so successful as the sanguine wishes of the nation had been led to hope they would be, that circumstance by no means depreciated the nautical merits of this Officer, who condescended, with the established rank of a Rear Admiral, to put himself
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in the subordinate one of First Captain to the Commander in Chief.

When Lord Keppel was called to the head of the Naval department of this country, Admiral Campbell still attached himself to the fortunes of the noble Viscount, and was appointed a Commissioner of the Admiralty. From that situation he was translated to the government and command at Newfoundland, for which station he sailed in his Majesty's ship Salisbury, of 50 guns, and very narrowly escaped being taken by a squadron of the enemy, which captured a great part of the merchant ships under his escorte; fortunately, however, he arrived in safety at the seat of his government, where his conduct was irreproachable in every sense of the word.

Among the particular traits in Admiral Campbell's character is that of an extraordinary *penchant* for astronomical observations, in which he is said to excel
very

very much, and the study of that science constitutes his chief delight.

This Officer's advanced state of life renders it more than probable that he will never again be employed in actual service, unless the restless ambition of France should lead that perfidious nation to violate the treaty of amity and commerce recently concluded between the two countries.

NAUTICUS JUNIOR,

VICE

VICE ADMIRAL GAMBIER.

WITHOUT possessing those essential qualifications requisite to maintain the dignity of the British Flag, this eccentric Officer has found means to arrive at the elevated rank of Vice Admiral of the Red Squadron of his Majesty's Fleet. When the pen is taken up in support of a meritorious character, with what pleasing facility does it offer the generous tribute of applause! On the contrary, how painful the task to be under the disagreeable necessity of reciting circumstances which can have nothing to recommend them - but the garb of *truth* in which they are arrayed. In tracing the conduct of this Admiral from the earliest period of his youth, no one action can be found to meliorate the unfavourable prejudices which, not only those of his own profession,

profession, but the world in general, have imbibed against him.

Whilst resident Commissioner at Portsmouth, his whole conduct breathed that inconsistent pride and consummate ignorance which are generally the concomitants of each other. Removed from that department, on his promotion to the rank of Rear Admiral, we find him figuring on the coast of North America as Commander in Chief of his Majesty's ships employed on that station; and here he distinguished himself in a very extraordinary manner, for, by a kind of nautical arithmetic, beyond the comprehension of any other Admiral, this singular Officer absolutely found out a mode of ascertaining the *exact value* of a Naval Commission. Being suddenly and unexpectedly superseded in the American command, the Admiral returned to England full of that resentment which he was compelled to stifle; nor would he ever have been employed again, had it not been through the

the powerful interest of his brother-in-law, Sir Charles Middleton. The last farce this extraordinary character acted, or indeed is ever likely to act on the naval stage, was on the Jamaica station, where he commanded just long enough to convince the Lords of the Admiralty how very necessary it was that he should be removed from thence; for not content with giving promotion, agreeable to the usual mode of service, and conformable to the *very strict orders* which accompanied him out, he took upon himself to purchase small vessels at an enormous expence, under the pretence of more effectually checking illicit trade; and commissioned them as sloops of war, in order to pave the way to his son's advancement*. The feelings
of

* Not one of the Officers promoted by Admiral Gambier, at Jamaica, was confirmed. The young men were put to a great expence, and sustained no little mortification. It is also said to have accelerated the death of a very promising young gentleman,

of a father in this instance might admit some plea for an excuse; but let it be remembered, that no feelings should supersede those of military honour!

NAUTICUS JUNIOR.

man, the Hon. Mr. Colvill, eldest son of Lord Colvill, who for some time commanded a frigate, and was reduced to the rate of a Lieutenant on his return home.

VICE

VICE ADMIRAL DRAKE.

THE nautical virtues have been hereditary in the family of Drake, for a long series of years. It has produced one illustrious circum-navigator, whose name does honour to the country that gave him birth; and I shall have occasion to speak of another whose services in the West Indies very justly obtained him the *thanks* of the British nation.

Vice Admiral Drake is a character of great merit in the general acceptance of the word; but has never been distinguished for any particular military exploits. During the late war he commanded in the Downs, and was very much respected for the general tenor of his conduct, as well public as private.

The station of a Port Commander is by no means calculated for the display of any other abilities than such as result from
official

official exertions, and a due observance of the orders he may, from time to time, receive from the Board of Admiralty, who do not allow any *discretionary* powers to Officers commanding on home stations.

The very just estimation in which Admiral Drake's character is held, would lead me to amplify upon it, was I in possession of the knowledge of any points which would tend to illustrate it; ignorant, however, as I am of the extent of that Officer's professional merits, it is not in my power to say more than that he has many friends and few enemies.

NAUTICUS JUNIOR.

SIR

SIR EDWARD HUGHES.

THE principal services of this Admiral having been chiefly confined to the East Indies, it is not a very easy task to form an accurate judgment of his professional merits, but from the various reports of such Officers as served in the squadron under his command in those distant seas; and in fact these reports must be so blended with partialities and prejudices, as to render it necessary to take the medium, and not to be biaffed either one way or the other.

Sir Edward Hughes's conduct, when he went out the first time to India, was so generally approved, that his Majesty was pleased to honour him with the military Order of the Bath, to which has been since added the rank of Vice Admiral of the White.

When it was known that the Cabinet of France intended to send a powerful armament, as well naval as military, to act in conjunction with the Princes and Chiefs in India, who were determined to avenge the enormities committed against their persons and territories by the Governors and Agents of the British settlements in Bengal, and on the coasts of Coromandel, Sir Edward Hughes was appointed to direct and command the operations of the fleet destined for that service; and he sailed for India in his Majesty's ship the *Superb*, of 74 guns, about the beginning of the late war.

It is well known that the British Admiral had to contend with a French Commander of the most distinguished activity, bravery, and nautical skill. The gallant actions of Admiral de Suffrein are too recently on record to need any comment. The engagements between the two fleets generally ended in drawn battles, and the conflicts were always bloody ones.

ones. Sir Edward Hughes had two of his own Captains killed by his side, and the Baillie de Suffrein lost many gallant Officers.

To follow the British fleet through all its operations, is not only out of my power, but somewhat beyond the province of an Officer who never served on the Indian seas. The general opinion, however, is, that *more* might have been done; and those who compare the French with the English accounts (even allowing for the gasconades peculiar to the former nation) will certainly be of that opinion.

Sir Edward Hughes was always considered as an Officer rather of second rate professional talents, than otherwise. His successes, in point of private emolument, were very great during the period of his whole command in India; and even his Secretary, Mr. Cuthbert, who died lately, left behind him the enormous sum of 300,000l.!

NAUTICUS JUNIOR.

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VICE

VICE ADMIRAL EVANS.

ALTHOUGH the character this Admiral bears has nothing very striking to recommend it to public view, yet there are so many honest points about it, mixed with such a zealous warmth for the welfare of the British Navy, that he is certainly entitled to be set down as a brave and meritorious Officer. The actions of his early days, though not brilliant, were deserving of praise; and, if I mistake not, the worthy Admiral has in many instances shewn that he might be very safely placed in stations of trust and importance.

At the beginning of the late war, he commanded the *Invincible*, of 74 guns, which was one of those unfortunate ships that suffered so much off the banks of Newfoundland, under the late Admiral Byron.

This

This Officer had a Commodore's broad pendant flying some time in America, and was soon afterwards promoted to the rank of a Vice Admiral; but his health not permitting him to go to sea again, he was appointed second Flag Officer at Portsmouth, and occasionally carried on the duty of Commander in Chief there, in the absence of Sir Thomas Pye.

He conducted the duty of a Port Admiral with rather more ease than activity, and made it sometimes subservient to his hospitality and love of social life. In the enjoyment of his bottle and friend, the Admiral now fights off the violent fits of the gout which often attack him, and happily possesses a fortune amply sufficient to render his professional pursuits no longer an object to him!

NAUTICUS JUNIOR.

VICE ADMIRAL MILBANKE.

THERE is scarce an officer in the service whose character will bear so strict a scrutiny as that of this deserving Admiral; he is nevertheless a striking instance, that merit, when sacrificed to pique or prejudice, may long lay dormant and disregarded. Such was his case, at the commencement of the late war; for, although attached to no party himself, he was ranked among the friends of a noble Marquis*, now no more, and suffered from a connection which was only founded upon family ties; nor would he have been employed at all, had he not with a becoming spirit insisted upon his flag being displayed in some quarter of the globe, when those of junior Admirals were every where to be seen flying.

This gallant officer is Vice Admiral of the White Squadron of his Majesty's fleet,

VICE

and

* Marquis of Rockingham.

and brother to Sir Ralph Milbanke, Bart. of the County of York. For the first rudiments of his nautical education, he was indebted to the Academy at Portsmouth; and completed his progress under that most excellent officer, the deceased Admiral Thomas Smith. After passing the several gradations of service with infinite spirit and perseverance, the worthy Admiral arrived at the rank he now bears, unassisted by interest, and unbacked by power. The intervals of peace were usually occupied by his pursuit of the gymnastic exercises, in which he much excelled, particularly in the art of boxing.

We find him first distinguished in the line of his profession as Captain of his Majesty's ship *Guernsey*, employed to cruize in the Mediterranean Sea, during which time he had the honor to be sent on an embassy to the Emperor of Morocco, for the purpose of effecting the redemption of the crew of his Majesty's ship the

Litchfield, and other vessels, which had unhappily been shipwrecked on that inhospitable shore. The gallant Admiral conducted the business of the embassy with a degree of propriety and resolution that facilitated the release of the unfortunate slaves much sooner, and on better terms than was expected, and secured to himself the lasting friendship of the Moorish King. On approaching the place appointed for his first public audience, one of the Moors having attempted to take off the Ambassador's hat, he instantly knocked him down in the face of all the guards, and proceeded coolly on; nor would he take off his shoes in order to enter the Mosque, where the Emperor was waiting to receive him; in consequence of which his Moorish Majesty came out and gave him audience in the stable-yard of the palace, admiring the spirit with which the brave Englishman maintained the honours of his sovereign; and it is well known that Admiral Milbanke

banke received letters of friendship from the Emperor for many years after they parted. I cannot let slip the present opportunity of relating an instance of this officer's integrity, rarely to be met with in public service. Judging it necessary upon the above occasion to make as splendid a figure as possible at the Court of Morocco, it of course was attended with a very great expence; he therefore, on his return to Gibraltar, demanded a reimbursement of the said charges from my Lord Home, then Governor of that fortress; but it was refused, unless he would make out a contingent bill of expence, and state the charges under *other heads* than what they really were. This he nobly rejected; and from that hour to the present moment, has not received one shilling of it!

I shall now come to that period of the Admiral's life, when, after remaining so long a sacrifice to party, he was at length appointed to relieve Rear Admiral Parker,

ker, as Commander in Chief of his Majesty's ships at Plymouth; and here, that honest zeal which had been so shamefully neglected, shone forth with redoubled lustre. His conduct not only justified the Lords of the Admiralty in the choice they had made, but secured the Admiral the heat felt praises of every one who had the happiness to serve under him. The peculations and shameful enormities practised by the officers employed upon the impress service for raising seamen having attracted the Admiral's penetration, he represented the same to their Lordships, and was forthwith employed to visit and inspect the several rendervouzes throughout England, Wales, &c.—The event justified the necessity of the measure.

10 Whilst upon this visitation, it was his Majesty's pleasure to call the Admiral from that service, in order to take upon him the command of a Squadron to be employed in the North Seas. He repaired with his usual diligence and alacrity

to Portsmouth, and after having remained about a month in the command of that port, during the absence of the late Sir Thomas Pye, he proceeded with his squadron, consisting of fifteen sail of the line, with Commodore Hotham serving as second in command, off the mouth of the Texel, where, by his well judged manœuvres, he deceived the Dutch Admiral, whilst his frigates were opening the navigation of the Baltic, for the egress of the numerous fleet of ships then waiting for protection at Elmineur, laden with naval stores. Having in a masterly manner accomplished this important business, the Admiral, within the course of a week, returned with his squadron to Spithead, and put himself under the command of Lord Howe, with whom he sailed to the relief of Gibraltar, as Commander of the Rear Division of the Grand Fleet. His conduct upon this service is too well known to need any panegyric; I shall only say, that by his intrepidity and
nautical

nautical skill, he preserved the division
 committed to his charge. On returning
 from this expedition, the ship in which
 the Admiral was embarked (the Ocean of
 98 guns) was so extremely leaky, that
 on approaching the chops of the Channel,
 with a strong easterly wind, it was found
 absolutely necessary to bear up for the
 Cove of Cork, which the Admiral enter-
 ed, accompanied by five other ships of his
 division, amidst the acclamations of the
 honest Hibernians, whose generous hos-
 pitality upon the occasion can never be
 sufficiently admired. After remaining
 there as short a time as possible, the
 squadron departed from the Cove (the
 Admiral and Captains serving under him
 having previously been honoured with the
 freedom of the City of Cork) and the
 next day anchored in Plymouth sound.
 To shew in what estimation this officer's
 abilities as a Port Admiral were held, he
 was appointed to supercede Lord Shuld-
 ham in the command at Plymouth,

which

which he held with his usual credit and reputation till he was relieved by the regular routine of service.

Having finished the Military Character of this worthy Admiral, I shall beg leave to say of him, in his private capacity, that

“An honest man’s the noblest work of God.”—

NAUTICUS JUNIOR.

SIR

SIR JOSHUA ROWLEY, BART.

THIS gallant Officer is son of the late Sir William Rowley, Knight of the Bath, and bears the rank of Vice Admiral of the White Squadron of his Majesty's Fleet. To a great share of professional knowledge, the worthy Admiral unites the milder virtues which adorn the finished gentleman. He was promoted so early in life to the rank of a Post Captain, that, in point of age, he may be called the senior Admiral of the Fleet. Few men in the Navy are more justly respected than this Officer, whose professional progress has been marked by one continued series of honourable actions. In the beginning of the late war, he commanded his Majesty's ship *Monarch*, of 74 guns, in which he distinguished himself very particularly on the memorable 27th of July, under the late Lord Keppel,

Keppel. On his promotion to a Flag, the Admiral was honoured with the command of his Majesty's ships and vessels on the Jamaica station, where he continued about three years, and acquitted himself in the most handsome manner. Soon after his return to England, his Majesty was pleased to raise him to the dignity of a Baronet of this kingdom, as a reward for his meritorious services; and there is little doubt but in case of a future war, within any moderate compass of time, the name of *Rowley* will not be found last in the list of fame!

NAUTICUS JUNIOR.

VICE

VICE ADMIRAL EDWARDS.

THIS Admiral has been ever distinguished for the honest bluntness of his manners, and his integrity in public as well as in private life. The countenance of this deserving Officer, though morose to a degree, is by no means the index of his mind, for few men possess more of the social habits of life than he does.

Early in the late war he was Captain of his Majesty's ship the Sandwich, during the time Sir Thomas Pye's flag was flying on board her, as Port Admiral at Portsmouth. Antecedent to that period, there is nothing worthy of remark in his conduct, except saying in general terms, that he passed through the subordinate degrees of service with great credit and reputation, and bore an active part in the memorable business of Keppel's engagement. Soon after his promotion to
the

the rank of an Admiral, he was appointed Governor and Commander in Chief at Newfoundland, where he acquired the praises and good will of every one ; and after filling that honourable and lucrative station upwards of three years, was relieved by Admiral Campbell. He was also employed on a visitation to several of the rendezvouses for raising seamen, in order to inspect into the conduct of such Regulating Officers as were employed within the district he was destined to visit. If ever the Admiral's honest bluntness proved an unwelcome guest, it was upon this occasion, for his heart revolted as much at the appearance of fraud and peculation, as it dilated with pleasure on meeting with Officers whose conduct would bear the test of his scrutinizing enquiries.

When the late preparations were making, in order to check the ambitious designs of France, Admiral Edwards's flag was hoisted on board his old ship the Sandwich, as Commander in Chief of his

G

Majesty's

Majesty's ships in the river Medway, and at the Buoy of the Nore; and had a war taken place, there is no doubt but his active exertions as a Port Admiral would have been highly useful to this country.

I hope I shall not be deemed wanting in respect to the character of this worthy Admiral, in observing, that he is better known in the Navy by the name of *Toby Edwards**, than by any other appellation; however, this is an appellation which does not carry with it the most distant reflection; and happy would it be for many distinguished Officers, if the characters annexed to their names could boast as *pleasant* a foundation.

NAUTICUS JUNIOR.

* The Admiral happened to be overheard one morning, repeating to himself with great theatric fire, the well-known soliloquy of—"To be, or not to be!" This excited the more humour among his friends, as he was never before suspected of a passion for the drama.

VICE

VICE ADMIRAL GRAVES.

IN attempting to give an impartial narrative of the proceedings of this officer, during the time he commanded in North America, (till which period his professional character was without a blemish) I am fully aware that I shall have to combat the prejudices which that part of the nation may have imbibed, who are unacquainted with Naval concerns, or the political machinations which were secretly practised against him at home, to serve particular purposes, while the Admiral was employed on distant service. So much has been said of Mr. Graves's conduct relative to the Chesapeake, that I have taken very extraordinary pains to elucidate it upon such grounds as enables me without prejudice or partiality, to lay the whole state of the case before the public, who will

form their own *judgement* thereupon, unbiassed by the heat of party, or the violence of faction.

It appears, that about the month of May, 1780, the Admiral sailed from Plymouth Sound with six sail of the line and one frigate, bound to New York, where he arrived after a very quick voyage; and agreeable to his orders, put himself, with his squadron, under the command of Vice Admiral Arbuthnot; but the latter soon afterwards returned to Europe, and the command of his Majesty's ships in North America devolved on Admiral Graves; who, by all accounts, commenced his new station with every degree of zeal and activity for the good of the service.—About this very critical æra, it seems the French were meditating a powerful expedition towards the Chesapeak; and so very secret had their intended operations been kept, that neither our Government at home, nor the Naval Commander on the Leeward Island station (from whence the

the expedition failed) knew any thing about the matter, at least of the force destined to be employed by the enemy in North America; for no sooner was the campaign in the West Indies at an end, than Sir Samuel (now Lord) Hood, was detached with fourteen sail of the line *only*. The *Terrible*, and several others, very leaky and ill equipped, as a reinforcement to the squadron of five sail, being all that were then at New York fit for service, under Admiral Graves. This reinforcement was deemed, with Mr. Graves's squadron, a sufficient force to cope with any armament the enemy might bring into those seas; and Admiral Hood sailed from the West Indies with the squadron *directly* for New York, although on the first day of the session of Parliament of the year 1781, it had been positively asserted, by the Earl of Denbigh, in the House of Lords, that "Admiral Graves had neglected meeting
" Sir Samuel Hood with his squadron off
" the Capes of Virginia, although he

“ had been desired, or directed so to do ;
 “ and that Admiral Hood had cruized
 “ off the Capes nine days, looking for
 “ him till he was tired, and at length on
 “ arriving at Sandy Hook, found Admi-
 “ ral Graves there at an anchor, without
 “ the least intention of moving.”—Now,
 it has been fully proved, that no such
 junction of the two squadrons was ever
 intended ; and if it had been so, it is evi-
 dent that Sir Samuel Hood must have
 been equally to blame, for he did not go
 near the Capes of Virginia, but made the
 best of his way to New York. *Ergo*, to
 use this favourite phrase of Lord Den-
 bigh, he was *grossly* deceived by *some-
 body*.

No sooner had Sir Samuel Hood
 joined Admiral Graves, who had only
 two hours before received intelligence
 of the intended junction, than the latter
 made every necessary disposition for
 giving battle to the enemy, whom he
 found

found at an anchor within Cape Henry, in Lynnhaven Bay; but before the English fleet could enter the Chesapeak, the enemy had slipped their cables, and half their ships had put to sea off Cape Henry, when Mr. Graves made the signal for his leading ships to approach, and twelve of the van and center attacked them with great gallantry and spirit; but from some cause or other (it could not be want of *spirit* in so great an officer as Lord Hood) the rear division of the fleet, commanded by that Admiral, kept to windward and never engaged, although the signal for close action had been repeatedly made for that purpose by Admiral Graves, and which signal was kept up the whole time of the action. The following extract from the account, published at Cape François, by the French Admiral de Grasse, is *authentic*, and a faithful copy, viz.

“ The French fleet, in this affair, had
 “ *twenty-four* sail of the line and two
 “ frigates. Admiral Graves, reinforced

“ by Hood, had *nineteen* sail of the line,
 “ and nine frigates or sloops. He had
 “ sailed from New York the 31st of
 “ August, upon hearing of the move-
 “ ments Generals Washington and Ro-
 “ chambeau were making towards Phila-
 “ delphia, and which *then first* discovered
 “ to the enemy the projects intended to
 “ be executed.

“ By the confession of the English, five
 “ of their ships were very much dama-
 “ ged, and particularly the Terrible,
 “ which they were obliged to burn;
 “ only the fifteen headmost ships of the
 “ French could come into action, and
 “ they had only an equal number of the
 “ enemy against them, *for the five ships of*
 “ *the English rear guard refused to come*
 “ *within cannon shot!*

Admiral Graves was surely to blame in
 not sending a frigate to the rear division to
 enforce his orders, or another officer to
 supercede the commander of that division;
 for I am well convinced that the capture
 of

of Lord Cornwallis's army was entirely owing to the *misconduct* of the British fleet in the action off Cape Henry. After that glorious opportunity was lost, there was no other chance of doing any thing. A squadron of *eighteen* sail was very inadequate to the task of defending the entrance of York River and James River, at some leagues' distance, against twenty-four sail of the line, in hourly expectation of being reinforced by twelve others from Rhode Island, and which reinforcement actually arrived in the Chesapeak the day after the battle. Upon the whole, it does not appear that Mr. Graves met with fair play, either at home or abroad. The Admiral of the red squadron, next junior to him, was sent, without any previous intimation, to supersede him in the North American command, and he was ordered to Jamaica, where he found the Rear Admiral, next but one above him on the list (Sir Joshua Rowley) commanding on that station; so that there appeared

peared to be so marked a disrespect, that Admiral Graves wrote for leave to return home, which after some lapse of time was granted him. He was directed to take the men of war, and prize ships, under his command, and a large fleet of valuable Jamaica ships under his convoy, and proceed to England. The melancholy disasters which befel this fleet on the passage, are too recent in the minds of every one to need a recital. Upon this dreadful occasion, Admiral Graves displayed the utmost humanity and presence of mind, and would not quit the Ramillies (where his flag was flying) till she was actually sinking, although there were merchant-ships in company ready to take him and his ship's crew on board, which was at last obliged to be done.

After this faithful narrative of the Admiral's conduct, I have only to add, that the present first Lord of the Admiralty (Lord Howe) who ought to be a judge of
of

of merit, has thought fit to bestow upon him the command at Plymouth, which he now enjoys, respected by all who have the pleasure to serve under him.

NAUTICUS JUNIOR.

With elevated ideas of his professional abilities, he has private virtues; he is one of those unaccountable mixtures which render him not only an excellent Officer, but an equal friend. He has been matter of surprise to the world that our most gracious Sovereign should make choice of such a man for the service of his illustrious son; and it is of public notoriety that the amiable Prince owes the great nautical skill he possesses more to his own active turn of mind, than to the lessons of his royal Mentor. The discerning and spirited young Prince took a particular liking to the Admiral, on more accounts than one. Nothing could exceed the rigid economy which pervaded the floating household of this

VICE

VICE ADMIRAL DIGBY.

THE character this Admiral bears is by no means calculated to inspire us with elevated ideas of his professional abilities, or his private virtues; it forms one of those unaccountable mixtures which renders him not only an unpleasant Officer, but an unsocial friend. It has been matter of surprize to the world, that our most gracious Sovereign should make choice of such a man for the Naval Preceptor of his illustrious Son; and it is of public notoriety, that the amiable Prince owes the great nautical skill he possesses more to his own active turn of mind, than to the lessons of his nautical Mentor. The discerning and spirited young Prince took a prejudice to the Admiral, on more accounts than one. Nothing could exceed the rigid economy which pervaded the floating household of
this

this extraordinary character—it even became *proverbial* in the Navy. This Officer is brother to Lord Digby, and Vice Admiral of the Blue Squadron of his Majesty's Fleet. At the commencement of the late war he was Captain of his Majesty's ship *Ramillies*, which he commanded on the memorable 27th of July, and was one of those Officers whose evidence went to arraign the conduct of Admiral Keppel. Soon after his promotion to the rank of a Flag, he was appointed Commander in Chief of his Majesty's ships in North America, where he continued some years, and amassed a considerable fortune by sharing in the prizes which his cruising frigates were fortunate enough to capture. The Admiral all this time living entirely ashore at New York, which by no means suited the enterprising mind of Prince William Henry, his Royal Highness insisted on being employed upon real and active service, and made choice of the Hon. Keith Elphinstone,

stone, of the Warwick, for his Captain. In consequence of which the Royal tar quitted the *provident* Admiral, who remained some time on the American station, and then returned to England in the *Amphion*, which he carried into Weymouth, the more conveniently to visit his mansion near that port. And there let us leave him in his retreat from that honourable profession in which he was never calculated to shine with any great credit to himself or his country.

NAUTICUS JUNIOR.

SIR

SIR JOHN LOCKHART ROSS,

BART.

THE early career of this Admiral's life, was marked with a variety of gallant actions. During the time he served as a Lieutenant, he was particularly noticed for an indefatigable attention to his professional duty, and was held up as an example to the other subordinate Officers of the Royal Navy. When Captain of the Tartar frigate, he was the terror of hostile cruizers; and the name of Lockhart (for he has since changed it to that of Ross) was dreaded throughout that part of the coast of France which is situated across the Channel of England. From that period we hear little more of him, except as Commander of his Majesty's ship Shrewsbury, till after his accession to the dignity of a Baronet,

Baronet, and his promotion to the rank of an Admiral, on which occasion he hoisted his flag on board the unfortunate Royal George, and afterwards in the Ocean. During the late war he was some time employed as a junior Flag Officer in the Western Squadron (the Grand Fleet employed in the Channel being so called by navy people) and was afterwards appointed Commander in Chief of his Majesty's ships and vessels employed in the North Seas. Upon these services the Admiral did not display any extraordinary nautical talents, nor indeed had he any opportunity of doing it. Sir John's private character among the Officers of the Fleet was not such as acquired him any degree of esteem. With a vast accession of wealth, his table was parsimony itself; and if the etiquette annexed to his rank rendered it necessary for him to invite a certain number of the Officers of his ship to dine with him, the repast was not more discordant to the avaricious principles

ples of the Admiral, than it was disgusting to those who were compelled by duty and form to partake thereof. When exalted public characters debase themselves by private acts unworthy of their name, it is proper to hold them up to general view!

NAUTICUS JUNIOR.

H

VICE

VICE ADMIRAL ALEXANDER HOOD.

A Party, the most fatal to that unanimity on which the very existence of the British navy depends, brought this Officer's conduct to public investigation, as Captain of his Majesty's ship the *Robuste*, in Admiral Keppel's memorable engagement with the French fleet, commanded by the Comte d'Orvilliers, on the 27th of July. It is not my province to enlarge upon a topic which the public prints of that period have so fully elucidated: suffice it to say, that it appeared from the evidence given by the Master of the *Robuste*, on Admiral Keppel's trial, that Captain Hood had taken out such leaves of the log-book* as could alone tend

* The log-book is appropriated for the purpose of minuting down, with the most exact precision, every transaction

tend to throw a proper light on the evidence which he had given to criminate the Admiral, and that he had caused *other leaves* to be substituted in their room. This was a transaction of so unprecedented and unwarrantable a nature, as not only laid Captain Hood open to the censure of the Court, but cast such a *dark shade* upon his naval character, as neither time, nor a series of praise-worthy actions, can ever remove from the minds of the Officers of the fleet. Until that *inauspicious* period (for so it must be called in the nautical annals) the Officer, whose character I am endeavouring to delineate, stood high in the public favour, and particularly so in the line of his profession. He was a pupil of Admiral Thomas Smith; and from his first entrance in the navy bid fair to become one of its bright-

transaction that may happen on board the ship, as well in time of action as upon ordinary occasions. This book is entrusted to the care of the Master of the ship, who is an Officer next in rank to the Lieutenants.

est ornaments. He is a brother of Lord Hood ; and at the last promotion of Flag Officers, was appointed to the rank of Vice Admiral of the Blue Squadron of his Majesty's Fleet. When the melancholy catastrophe, which befel the Royal George, deprived this country of the further services of that truly distinguished Officer, Rear Admiral Kempenfelt, Lord Howe, who at that time commanded the fleet destined for the relief of Gibraltar, found himself at a loss where to make choice of an Officer qualified to fill the unfortunate vacancy. In point of nautical merit, his Lordship gave a preference to Admiral Hood, then out of employ ; but the difficulty lay in making the appointment go down with the fleet, which was at that time divided by the feuds of party—the friends of Keppel, and the friends of Palliser. The first step my Lord Howe adopted was to obtain the consent of Admirals Barrington, Milbanke, and other distinguished Officers, who

who were the partizans of Lord Keppel : they communicated the intended appointment to the fleet in general, who at first murmured ; but recollecting the importance of the service upon which they were engaged, and that every moment of delay might endanger the valuable fortress it was their destiny to relieve, they nobly acquiesced in Admiral Hood's flag being hoisted upon that pressing occasion ; thereby shewing the noble example, that " British sailors know no party, when " their country calls for their exertions." Never was there a time when the Navy of England shone with such resplendent lustre as upon this important service : and had the ardour of the *Commander in Chief* kept pace with that which animated the fleet, it would have proved the most glorious epoch in the annals of Great Britain !

I have already made some observations on the fate of those heroic tars who thus nobly acted and fought for

the fading honour of the British flag; it is therefore almost needless to add, that "captivity, wretchedness, and famine, have marked them for their own!" What a melancholy picture to be pourtrayed in the first maritime state in the world! Where is the happy genius of England, whilst her heroic sons, the pillars of the state, are thus suffered to rot and moulder away, or to seek employment under foreign powers! Where is the national gratitude, and wherein consists the superiority of our laws and regulations over those of other countries, if such shameful acts of negligence and ingratitude pervade the British nation? The Lieutenants of the Navy have petitioned in vain for a trifling augmentation to their paltry pay. The petty Officers, who served in the character of gentlemen during the war, are now employed before the masts of merchant ships. The length of this digression will, I hope and trust, be imputed to that well-founded zeal which
actuates

actuates me to feel for the distresses of seamen in general ; and, having thus delivered the sentiments of my mind on a subject which every true Briton must think of the utmost importance to the real interests of this country, I shall return to Admiral Hood, who we find rewarded for his *secret* services, with the Treasurership of Greenwich Hospital, and a seat in the British senate !

NAUTICUS JUNIOR.

SIR CHALONER OGLE.

THIS Officer, considered in any point of view, forms a truly eccentric character, and has been ever deemed such, as well by the world in general, as by the gentlemen of his profession. It is difficult to pourtray a likeness where the colouring must necessarily be so mixt, with extraordinary light, and peculiar shades; nor is it possible to form an idea of Sir Chaloner Ogle without blending together his civil and military qualities. The naval records do not furnish any striking proofs of this Officer's skill or valour, but rather represent him as a man of loose imagination, *flighty* ideas, and libidinous passions. He has nevertheless attained the rank of Vice Admiral of the Blue Squadron of his Majesty's Fleet, and served some time as a Flag Officer during the late war; prior to which he was Cap-
tain

tain of the Resolution, of 74 guns, on board which ship his flag was first hoisted; and the ever-to-be-lamented Lord Robert Manners, on that occasion, acted as his Captain, and afterwards received his death-wound in her on the memorable 12th of April, after the Admiral had left the West Indies. As a classical scholar, Sir Chaloner Ogle may be ranked among the first; but it remains yet to be ascertained how far he may be considered as a proficient in the nautical school!

NAUTICUS JUNIOR.

LORD

LORD HOOD.

THIS noble Lord, since his gallant conduct in the West Indies, has been the subject of national praise; and if he had not stepped so far out of his proper element, as to immerge into the dangerous sea of *politics*, there is not a doubt but that praise would have been universal. A distant connection with the noble house of Grenville paved the Admiral's way (it may be said unhappily so) to the favours of the *juvenile* Minister, by which the respected seaman *dwindled* into the insignificant character of the obsequious courtier, and thereby sullied the splendor of those victories to which his Lordship owes his peerage in the sister kingdom!

Lord Hood is the son of a clergyman, who held a valuable living in Hampshire, and his Lordship received the first rudiments

ments of his nautical education under Admiral Thomas Smith.

The professional merits of this Officer are admitted by all parties; his understanding is great; his bravery admitted; but his parliamentary oratory is certainly rather *formal*, than captivating. In the domestic rounds of life, few men excel the noble Lord; to the affectionate ties of parental goodness, which mark his Lordship's character, may be added, every possible trait of domestic happiness attendant on the connubial state.

It was peculiarly fortunate for the noble Lord (when Resident Commissioner at Portsmouth) that his Majesty made his first visitation to that naval port; upon which occasion the dignity of a Baronet of England was conferred upon him, and Sir Samuel Hood continued in that civil station till his promotion to the military rank of a Flag Officer called him to more glorious pursuits!

Without

Without adverting to the period of his command of the *Courageux*, which was very early in the late war, it may not be deemed improper to bring the noble Admiral at once on that great theatre of war, the Leeward Island station, where he had the opportunity of first shewing the growing buds of those early blossoms which brought forward eventually, as well as gloriously, the more ripened fruits of his professional labours!

The exertions of Sir Samuel Hood *in the West Indies*, were certainly great; but it remains yet to be understood how far the merit which has been attributed to him of having dispossessed the French fleet of their anchorage in the road of Basse Terre, St. Kitt's, was founded in naval skill (there being at that time no kind of *possible* communication between the Squadron and the British army on Brimstone Hill) or whether it would not have been more adviseable for the Rear Admiral's division to have endeavoured to

cut

cut off two ships of the enemy's line, of whose expected arrival in those seas he had received *official* information, and which would of course have proved of more effectual service to the naval operations of the British fleet than those efforts of personal zeal which, (to use the expression of a very celebrated senatorial orator*) sometimes carry a man beyond his reason, and divert the genuine faculties of the mind from their nobler organs.—To consider my Lord Hood in this point of view, is, in fact, to pay his Lordship a negative compliment, by allowing him merit to perform what he had not prudence to execute with temporary judgment.

As second to the noble Admiral who so fortunately gathered the vernal laurels of April in the more elevated station of

* Mr. Sheridan's observation, relative to the zeal Major Scott endeavoured to display in the House of Commons, in support of the conduct of Warren Hastings, Esq. late Governor General of Bengal.

Commander

Commander in Chief, the Rear Admiral's conduct acquired him very great applause, even from the vanquished French Commander (De Grasse), who attributed the glory of the day to Sir Samuel Hood, and gave him all the credit of the victory; and, such was the estimation in which the unfortunate Count held his second Flag adversary, that he preferred the mansion of Lady Hood, on his arrival at Portsmouth, to that of all others whose hospitality had offered an asylum to the veteran chief!

The character of Lord Hood cannot, with propriety, be summed up without allowing him to possess every possible degree of professional merit. His Lordship enjoys the confidence of all naval people, and is much esteemed in his present situation, as Commander in Chief of his Majesty's ships at Portsmouth.

NAUTICUS JUNIOR.

SIR

SIR RICHARD HUGHES,

BART.

THIS Officer forms one of those negative characters, whose professional conduct can neither command our censure nor our praise. In private life, he is a well-bred man, and possesses that *assimilating politesse* which the world in general admire, or at least are flattered by. Early in the late war he commanded his Majesty's ship Centaur, of 74 guns; and soon after his promotion to the rank of Rear Admiral, for a short time commanded in the Downes, during the absence of Admiral Drake. On the appointment of Vice Admiral Milbanke to the command of a squadron destined to be employed in the North Seas, Sir Richard Hughes was named as second in that command, but, owing to particular circumstances,

cumstances, Commodore Hotham filled that station. The Rear Admiral, however, on the sailing of the fleet destined to relieve Gibraltar, again resumed his station as a junior Flag Officer in Admiral Milbanke's division of that fleet, and conducted himself in a gallant manner during the cannonade that took place. Whilst upon this service, he was called upon, at a *moment's warning*, to take upon him the command of eight sail of the line which were detached from the fleet as a reinforcement to the British squadron in the West Indies. He owed this appointment to a *curious mistake* of Lord Howe, who had fixed upon Rear Admiral Alexander Hood for that appointment, but, *by chance*, found out that such an arrangement would be superseding Sir Samuel (now Lord) Hood, who was then serving with reputation on that station, and happened to be a *junior Officer* to his brother Alexander. To return to Sir Richard Hughes,—we find that his
conduct

conduct in the Leeward Islands was active and praiseworthy, and by no means reflected discredit on his military character.

NAUTICUS JUNIOR.

SIR FRANCIS SAMUEL DRAKE,
BART.

HAVING had occasion, in the foregoing part of this *Atalantis*, to pass the just tribute of eulogium on the ancient family from which this gallant Admiral is descended, it remains with me only to say that Sir Francis Drake possesses the hereditary nautical virtues for which his illustrious ancestor, whose name he bears, was so eminently distinguished. In saying thus much, those who may be pleased to honour this *virgin* work with a perusal, will, it is hoped, be satisfied with a few particulars only as far as respects the Admiral's conduct during the late war.

The *Ruffel*, of 74 guns, was the first ship he commanded, and being ordered to proceed in her to the West Indies, this diligent Officer lost no time in joining the British Squadron, which he found at anchor

chor in the Bay of Gros Islet, in the Island of St. Lucia. Commodore Hotham (who was a junior Officer to Captain Drake) having at that time a broad pendant displayed on board the *Vengeance*, the same honour was necessarily allowed the latter by the established etiquette of naval service; and some time after he obtained the superior rank of a Flag, and hoisted it in the *Princessa*, which had been captured from the enemy.

The services of Admiral Drake on the coasts of North America were very conspicuous, but his admirable exertions towards effecting the glorious victory of the 12th of April, obtained over the French fleet, commanded by *De Grasse*, was such as acquired him, from the favour of his Sovereign, the dignity of a Baronet of Great Britain, and from the just gratitude of his country, the unanimous thanks of the senate thereof.

By the late *partial* promotion of Admirals, Sir Francis Drake changed the co-

lour of his flag at the mizen * from Blue to Red, and still possesses health, activity, and vigour, to render further service to his country, if called upon before the furrows of time shall have blunted his military powers!

* Rear Admirals carry their flags at the mizen-top-mast-head.

NAUTICUS JUNIOR.

SIR

SIR EDMUND AFFLECK, BART.

GREATNESS and goodness are not often found together.—Those virtues may, however, be seen united in the person of Rear Admiral Affleck, who is not less an ornament to his profession, than to the social habits of private life.

Candour of disposition, plainness of mind, and innate bravery, (void of ostentation,) form the leading features of Sir Edmund's character. With such qualifications any man may defy the venom'd shafts of malevolence and censure. When shielded by heroic virtue and intrinsic merit, a kind of consciousness pervades the mind, where calm contentment cheers the placid soul, and gives benignity to the the aspect, irradiated by their attractive powers!

The Bedford, of 74 guns, was the ship in which this gallant Officer chiefly served

throughout the late war. He was one of that squadron which sailed under the inauspicious orders of the late Admiral Byron; it notwithstanding fell to the lot of Captain Affleck to render many very essential services to his country, as well in the Atlantic Ocean, as in the European latitudes on the confines of the British coasts.

There cannot be a greater mark of the Admiral's military greatness, than that of his having had the dignity of a Baronet conferred upon him as a testimony of the royal approbation; but if it were possible to throw a shade over the cause of his *very* singular (for he was promoted alone) advancement to the rank of a Flag Officer, it would greatly tend to disperse those political rumours which seemed to imply that the *honest* *war* had lost his nautical glory amidst the fascinating rays of ministerial influence*.

* Sir Edmund Affleck did not take his seat in Parliament for Colchester till *after* his naval promotion.

It appears to be an evil concomitant on naval Officers of rank, that on their entrance into Parliament, they forget the more glorious objects of their former pursuits, and supinely bow obedience to a Minister's mandate. Witness the recent application to the House of Commons, where no one naval Officer had *courage* sufficient to stand forward as champions for the honour of the most noble corps that ever vegetated the laurels of England!

When naval Senators are silent on naval measures, at a time too when the Minister of the country *dares* to avow sentiments hostile to the honour of the hereditary protectors of the commerce of Great Britain, it certainly reflects a stain, which even the deficiency of the intellectual powers of oratory cannot excuse, and which must for ever lessen them in the eyes of all *honest seamen*!

NAUTICUS JUNIOR,

REAR ADMIRAL ELLIOT.

THE character of this distinguished Officer is so far above praise, that little can be said to add to it; there is, nevertheless, a tribute due to merit which it would be injustice to withhold, although the truly brave are the last who wish for a recital of their military exploits.

The gallant actions of Admiral Elliot stand highly on record among the naval achievements of this country, and have rendered his character as respectable as that of his heroic name-sake, who so nobly defended the most important fortress in the world!

No one can have forgot the period when the celebrated French commander, *Thurot*, spread terror and devastation along the coasts of Ireland, and blockaded all the ports of that kingdom. It
was

fortunate for the country that the brave Elliot was appointed to cruise in those seas. He fought, pursued, and happily defeated the enemy, after a very severe action desperately fought on both sides. By his professional services on this occasion, he gave tranquillity and security to the commerce of the sister kingdom, and received the most generous testimonies of applause, as well from the grateful Hibernians, as from the general voice of Great Britain.

During the late war, Captain Elliot first commanded the Trident, of 64 guns, in which ship he carried out the Earl of Carlisle, the late Governor Johnstone, and Mr. Eden, as his Majesty's Commissioners for restoring peace to the rebellious subjects in North America. It would be an improper digression to say on what account the business of this extraordinary mission proved unsuccessful, or to animadvert on the several characters of those to whom
the

the King thought fit to delegate his royal authority.

When the combined fleets of France and Spain *ruled for a time* the Western main, this active Officer was honored with the command of a detached squadron, and hoisted his broad pendant as a Commodore in the Romney, of 50 guns; prior to this, he commanded the Edgar, in which he particularly distinguished himself in the action of January, 1780, between Lord (then Sir George) Rodney and the Spanish Admiral de Langara. Captain Elliot's conduct was not less eminently conspicuous on this occasion, than it was during the time he commanded at Gibraltar, after Admiral Rodney's departure. By his unaffected plainness and sincerity of manners as a man, and by his professional exertions as an Officer, he won the esteem of all the army; and the handsome manner in which he took his departure in the Edgar, in sight of three or four of the enemy's line of battle ships

at

at *noon day*, impressed not only the garrison but the enemy with admiration, and might be justly called a *proud day* for the honor of the British flag !

The late promotion of naval Captains gave Mr. Elliot the rank of Rear Admiral of the Red Squadron of his Majesty's Fleet, on which account he resigned the division of Marines, of which he was Colonel Commandant, and is at this time Governor and Commander in Chief at Newfoundland.

NAUTICUS JUNIOR.

REAR

REAR ADMIRAL HOTHAM.

THIS admirable Officer was employed upon more constant and serious services during the late war than any other naval commander, and his behaviour upon every occasion evinced the hardy sailor and the zealous patriot. On the coasts of North America, his professional exertions were great and singular, and his subsequent conduct on the Leeward Island station, was meritorious to a degree. While bearing the rank of a Commodore, this gallant Officer never had an opportunity of distinguishing himself as a Commander in Chief, but frequently, in a subordinate character, gave the most irrefragable proofs of nautical excellence and personal valour.

During the short period of his command at the Island of Antigua, the Commodore gave universal satisfaction, and rendered himself

himself highly useful to the Squadron in those seas, by his exertions in getting our crippled or disabled ships, (which were sent into English Harbour for the purpose of being repaired) in a condition to face the enemy again.

Among the other numerous exploits which marked the conduct of this Officer, may be more conspicuously recorded his defence of the Island of St. Lucia, against the powerful attack of the French Squadron under Count d'Estaing, which might justly be called a master-piece of seamanship, and reflected very great credit on the wisdom, prudence, and intrepidity of the brave Commodore; nor was he less deserving of praise, when the awful visitation of Providence that desolated the Antilles, in 1780, required all the presence of mind which the utmost human fortitude could command, and left the Vengeance, (on board which ship his broad pendant was at that time displayed in the Carenage) a prey to the fury of the elements.

ments, the violence of which he narrowly escaped.

The only misfortune (for it could not be called misconduct) that befel this Officer during the war, was his losing several of the merchant ships, coming from the West Indies, under his convoy—a squadron of the enemy intercepted and captured them off the coast of Ireland.

The last service upon which the Commodore was employed, prior to the peace, was as junior Flag Officer under Lord Howe at the relief of Gibraltar, upon which occasion he displayed his wonted ardor.

When the late appearance of hostilities with the French gave the First Lord of the Admiralty an opportunity of promoting *his friends*, Mr. Hotham obtained the rank of Rear Admiral of the Red Squadron of his Majesty's fleet; but let it be understood that the professional merits of this Officer were sufficiently great to insure him a Flag without the *partial* friendship

ship of any Minister, however high in consequence or temporary power; and that the name of Hotham does infinite honour to the new list of Admirals!

NAUTICUS JUNIOR,

SIR

SIR JOHN LINDSAY,

KNIGHT OF THE BATH.

NOT less distinguished for his nautical abilities, than for his polite accomplishments, this gallant Admiral is justly respected for the one, and admired for the other. As the nephew of one of the greatest men this or any other country ever produced*, it may be said he had every possible advantage that education, interest, and power could give him;—that, however, does not appear to have been the case, for he was sent to sea at a period when only the first dawn of his noble relation's abilities began to illumine the political hemisphere, and while his weight in administration was yet in its infancy.

I cannot immediately trace the particular period when this Officer made his first

* Earl Mansfield.

professional

professional essay, or under what commander he received the early rudiments of the naval tactics. His progress has been regular and meritorious; and to the honors of rank he has happily united the blandishments of fortune.

During the late peace this Officer was appointed Commander in Chief of his Majesty's ships employed in the East Indies; and prior to his departure for that part of the world, was honoured with a red ribband. Sir John's conduct while upon that distant station justified the propriety of the Sovereign's choice, and his return to Europe from the Asiatic seas was marked with the most flattering tokens of approbation, as well from his Majesty and the Board of Admiralty, as from the Court of Directors and the Proprietors of East India Stock.

At the commencement of the late war, Sir John Lindsay commanded his Majesty's ship the Prince George, of 90 guns, and signalized himself very much in Kep-

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pel's engagement of the 27th of July. His evidence on the Court Martial that followed was exceedingly strong in favor of that Admiral, notwithstanding all his relations were at that time violent partizans on the other side the question.

Without wishing to animadvert on a subject which has been the fatal cause of so much mischief and disunion in the royal navy, (and which for the honor of this country it were to be wished was buried in profound oblivion) I cannot forbear offering my heart-felt tribute of admiration of Sir John's generous and impartial conduct on that important occasion ; for, regardless of all the weight of displeasure which the gallant Officer had reason to apprehend might fall upon him, he nobly sacrificed every private consideration, and boldly avowed those sentiments which were the result of his unbiaffed judgment and mature deliberation.

Soon after the peace was concluded, it being judged expedient to send a squadron

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dron to the Mediterranean, as well for the protection and extension of our commerce, as to keep up the dignity which this country had so gloriously acquired among the nations and states situated on the borders of that sea; by the gallant defence and relief of Gibraltar, Sir John Lindsay was appointed Commander in Chief upon that station, and hoisted his broad pendant in the Trusty of 50 guns. Such was the excellence of his discipline, the courteousness of his manners, and the splendor of his style of living, that he commanded respect from the States of Barbary, and attracted the admiration of all the Italian powers.

While the Commodore remained with his squadron in the Bay of Naples, their Sicilian Majesties condescended to honor him with frequent visits, and were graciously pleased to dine with him on board the Flag Ship. The British squadron performed various evolutions and manœu-

vies in the presence of the royal visitors, who expressed the highest satisfaction on the occasion, and the Neopolitan Court presented a scene of gaiety and magnificence while Sir John Lindsay and his Officers continued at that delightful garden of the world*.

The bad state of health under which the Commodore laboured, rendered his return to England necessary, and he was superseded in command by Captain Cosby, whose broad pendant is at this time flying in the Mediterranean Ocean.

On the late promotion of Flag Officers, Sir John Lindsay was raised to the rank of Rear Admiral of the Red Squadron of his Majesty's Fleet, and is one of those who from seniority and long services was certainly entitled to the preferment bestowed upon him. It is true

* Sir John Lindsay's rendezvous was at Villa Franca, and Commodore Cosby's is now at another port on the borders of Italy. Query, wherefore is Gibraltar neglected?

that

that the bodily infirmities with which this Admiral is afflicted are great, but not more so than Sir George Rodney's were when he embarked on board the Sandwich, with the greatest command this country had to bestow.—The body may be weakened by severe fits of the gout, but while the mind retains its wonted vigour and activity, a naval commander may be equal to conduct the operations of a fleet, and even lead it to victory.—Such is my impartial opinion of Sir John Lindsay.

NAUTICUS JUNIOR.

REAR ADMIRAL PEYTON.

THIS Officer is unhappily one of those whom nature never intended for an ornament to the naval service; he has, nevertheless, had the good fortune very recently to be honored with the rank of Rear Admiral, while others, who displayed early proofs of exalted courage and nautical merit, have been shamefully left on the degrading list of superannuation, and the glory of their former days obscured by the ignominious covering of a yellow flag*.

There can be no circumstance in life more mortifying to a man of the least sensibility, than that of being placed in a

* There is no such rank as that of Yellow Admiral, but all superannuated Captains are called so by way of derision, the yellow flag never being displayed but on degrading occasions, such as public flogging, &c. &c.

situation

situation beyond the reach of his abilities. Such has been the case with this Officer, who in the field of agriculture, or in any other field but that of Mars, would have made a distinguished figure.

The services of Admiral Peyron have been chiefly confined to the Channel of England, especially during the late war, when he for some time commanded the Cumberland, of 74 guns, at which period he was *particularly* noticed for his conduct in Admiral Keppel's engagement with the French fleet. This Officer afterwards served on board the Victory, as first Captain to the Admiral then commanding the Western Squadron. Had he possessed the most brilliant talents, this was a station in which he could not have found any opportunity of displaying them; for it is very well known, that the actions of the Grand Fleet were fought in the Cabinet preparatory to its sailing; of course the Commander in Chief himself had nothing to do but pay implicit obedience to the

mandates of the Board of Admiralty, and to seek or avoid the enemy as his official directions might lead him to do.

Rear Admiral Sawyer having been lately recalled from the command of his Majesty's ships in North America, it is understood that Admiral Peyton will be appointed to succeed him; and as the principal object of having a Flag Officer on that station, is more to superintend, protect, and assist the infant colony of Nova Scotia, and its dependencies, than to enter upon any important military mission, I shall, under the impression of the former idea, for once applaud Lord Howe's nomination, and grant the new Commander in Chief a kind of *present* credit for his *future* exertions.

NAUTICUS JUNIOR.

REAR

REAR ADMIRAL CARTER ALLEN.

THERE is an eccentric excellence about this Officer, which renders him at once an ornament to the navy, as a zealous guardian of the honour of the British flag, and a valuable acquisition to society as a pleasant member of its convivial rounds. To know the gallant Admiral is to respect him; and in forming an intercourse of friendship with John Carter Allen, Esq. it will be necessary to be open, generous, and sincere!

In the character of Admiral Allen there are traits which have occasionally met the censure of *naval jesuits*; but censures from such men may be justly deemed marks of virtuous distinction; for as the applause of the good is stamped with sterling value, so on the contrary are the machinations of the envious the most effectual antidotes

tidotes for expelling the venom that issues from calumniating tongues.

The above allusion originates from some critical observations which were made by certain nautical cynics, who, during the late war, thought fit to arrogate to themselves the vain consequence of forming a summary judgment on the actions of those whose unsuspecting natures laid them open to their illiberal criticisms.

Admiral Allen has ever been noted as a man of strict honour, and as a seaman of great repute. In the war before the last, he bore the character of a gallant good Officer, and his conduct during the late hostilities with *all the maritime* powers in the world, was in every respect worthy of admiration. When Captain of the Albion, he cleared the Western coasts of the numerous cruizers that annoyed the British trade and obstructed the navigation of the Channel. In the Egmont, his conduct was truly brave, particularly in Keppel's engagement, and the evidence
he

he gave on that Admiral's Court Martial was manly, spirited, honest, and disinterested, and reminds me of an anecdote which redounds so greatly to his credit, that I shall venture to digress so far as to recite it:—

At the time the Court Martial was assembled at Portsmouth, a man came one morning to Captain Allen with a blank cover, inclosing a bank-note for one thousand pounds!—The brave veteran, whose conceptions of honor are alive to the most trifling alarm, considered the money as a bribe to induce him to give his evidence against his friend, and insisted upon knowing from whence this extraordinary remittance came. The messenger however suddenly departed, but returned in a few days with another bank-note to the same amount as the former one. This so enraged the honest tar, that he confined the fellow in a chamber till he had procured a pair of pistols, with which he threatened to blow out his brains, if he did

did not immediately reveal from what quarter the money came. This hostile alarm brought on an eclairsissement, in which it appeared that the Captain was indebted to a lady for those extraordinary marks of favor which had caused so great a perturbation in his mind. To be brief, he married the benevolent fair one, with whom he now lives in the most envied state of connubial happiness, and obtained with her a fortune of near 70,000*l*.

When the Grand Fleet under my Lord Howe sailed to the relief of Gibraltar, Captain Allen commanded the Royal William, of 80 guns, and behaved with his usual intrepidity and good conduct, but notwithstanding all his various services, it has been said that he would not have been included in the late promotion of Admirals, if it had not been privately whispered, that he was a man of independent principles, and possessed both courage and fortune to vindicate his honor

nor against every ministerial side wind, or the baneful contagion of party malevolence.—A few such characters on the superior list of the navy would teach the First Lord of the Admiralty the great and useful lesson—“*to know himself.*”

NAUTICUS JUNIOR.

SIR

SIR CHARLES MIDDLETON, BART.

IF a sound understanding, and a good heart, can recommend a man to public favour, few Officers merit that distinction in a greater degree than Sir Charles Middleton. His professional exertions have, however, never distinguished him in the more active pursuits of service, and being rather inclined to religious fanatcisms, and the calm enjoyments attendant on domestic life, it has been more his wish to be useful to his country in the civil than in the military department of the navy; hence it was that he gave up the command of the Prince George to enjoy the situation of Resident Commissioner at Portsmouth, from whence he was translated to the Comptrollership of the Navy, which lucrative and honorable station he has held for many years,

even

even since his late promotion to Rear Admiral of the White.

However highly the merit of Sir Charles Middleton may be considered, either in his official, military, or private capacity, it must be allowed by all who are conversant in matters of that kind, that the measure of keeping him at the head of the Navy Board, after his obtaining a Flag, was diametrically opposite to the principles laid down by the noble Lord who presides at the Admiralty, and totally *unprecedented* in the naval annals of this country ; it is, nevertheless, a tribute due to the many virtues which adorn the character of the Honourable Baronet, to say, that if a deviation from the established rules of service could in any case be justified, the precedent being in *his* favour, might tend in some degree to lessen the criminality of those with whom the measure originated, and by whom it is still supported.

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In compliment to the Admiral's private character, and in respect to his public integrity, I shall suppress any further strictures that can convey unpleasant ideas, where they are by no means personally merited; and conclude by observing, that there may be *greater*, but cannot be a *better* Officer in the Navy of England, than Sir Charles Middleton!

NAUTICUS JUNIOR.

REAR

REAR ADMIRAL DALRYMPLE.

THIS Officer having, with a most respectable character, attained that height of his profession to which the brave naturally aspire, was, among others, very recently promoted to the rank of Rear Admiral of the White Squadron of his Majesty's fleet. His military virtues are generally admitted to be great, and to those may be added all the milder manners of the accomplished gentleman ;—so that few men are better qualified to do honor to the rank to which he has been raised than Admiral Dalrymple.

It is not my intention to take the retrospect of his conduct in wars antecedent to the last, any further than by doing him the justice to say, that it was irreproachable. It will be sufficient to stamp his character with eulogium, by reciting, that at that truly im-

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portant crisis of the fate of Britain, when it required the exertions of all great men, as well in civil as in military capacities, to lend their aid in supporting the honor of the nation, this gallant Officer, although then in the vale of years, and afflicted with chronical diseases, offered his services with all the zeal, ardor, and impetuosity of youth, as a champion in the fleet destined to relieve the invaluable fortress of Gibraltar.

On this important expedition, he was Captain of his Majesty's ship the Union, of 80 guns, and being stationed in the rear division of the fleet, under the direction of Vice Admiral Milbanke, was his second a-stern, and so nobly did he perform this duty, that he received the tremendous fire of the Spanish Admiral's ship, (the Santissima Trinidad which mounted 130 guns upon four tiers) and obliged the mighty Don to sheer off for a time. Had not this been done, the line (which was the object of the enemy) must have

have been broken, and probably great part of the rear division cut off, for the van and center of the fleet were too far a-head to render any timely or effectual assistance; added to which, there were 17 sail of the enemy's ships a-stern, which would very soon have come up, and given further strength to the superior force which the rear division were already engaged with.

Admiral Dalrymple's conduct on the above occasion is sufficient to justify Lord Howe for having given him promotion; but the merits of those Officers who recently obtained their Flags, by no means tends to lessen the heavy charge brought against the noble Lord, of having passed over others whose services were equally meritorious with those of this gallant Admiral.

NAUTICUS JUNIOR.

REAR ADMIRAL SAWYER.

THE naval service, though the most honorable profession that can be made choice of in a maritime state, cannot, nevertheless, be supposed to be filled with Officers of the most polished education, especially when it is considered that those ripening years which, with youth in general, are devoted to study and the polite accomplishments, constitute that very period when a naval cadet is acquiring instruction in the nautical school, assisted by the necessary advantages arising from practical knowledge.

In Admiral Sawyer, however, we find the experienced seaman and the finished gentleman so happily united, that the honest roughness of the one is meliorated by the pleasing courteousness of the other. This Officer was educated for the church, and intended for holy orders; but
whether

whether at the instigation of his friends, or by his own inclination, he exchanged the black cloth for the blue, and gave up the hopes of a Mitre for that of a Flag, is not generally known.

In the year 1761, when cruizing off Cadiz in the Active frigate (the Favorite sloop being in company) he was fortunate enough to capture the *Hermoine*, a Spanish register ship, the treasures of which were carried in triumph through the streets of London and Westminster to the Bank of England.

Early in the late war, Captain Sawyer commanded the *Boyne*, of 74 guns, and served with great reputation in the West Indies under his friend Admiral Barrington. Some time after his return to England, he was appointed to the command of his Majesty's ship *Namur*, of 90 guns, which he, however, from his weak state of health, or some other motive, gave up on her being ordered for foreign service.

From the above period we hear nothing of this Officer 'till his being nominated to supersede Sir Charles Douglas in the command of his Majesty's ships at Halifax, upon which station he has remained some time, but having either been recalled or requested leave to return home, it is expected that Rear Admiral Peyton will be appointed to succeed him in the American command.

Admiral Sawyer was always considered rather as a rigid disciplinarian, but upon the whole may be set down as a respectable naval character, and a very deserving member of society.

NAUTICUS JUNIOR,

SIR

SIR RICHARD KING, KNIGHT.

THE actions of this Officer have been so little the subject of public discussion, that it is in some degree difficult to enlarge upon them. Prior to his serving in the East Indies as a Commodore, under Sir Edward Hughes, his abilities were rather considered of the second rate kind; and how far he added to, or diminished the credit of, his professional character in the Indian seas, the official dispatches of the Commander in Chief will be the fairest criterion to form a judgment from.

There is generally a marked period in the annals of every military man, from whence the world dates the epoch of his fame. That epoch, as far as relates to the Officer in question, is confined solely to his services in India, which it must be allowed were of the most active nature,

and entitled him to a participation in all the glory acquired by the British fleet in its operations against that of the French under the gallant Admiral de Suffrein.

On Commodore King's return to Europe, the Sovereign was pleased to confer the honor of knighthood upon him, which was at least a convincing proof that his Majesty had no reason to be dissatisfied with his conduct, and his recent promotion to the rank of Rear Admiral of the White tends to strengthen that opinion of his professional merit.

Sir Richard King's character is not enriched with any striking traits of military pre-eminence; he may nevertheless be justly esteemed as an Officer of some public consideration, although it is not likely that his services will be called for again, unless in case of a very general war.

REAR

REAR ADMIRAL FAULKNOR.

WHERE the services of an Officer have not been eminently conspicuous, or professionally great, it is not easy to dwell with any degree of length upon his character. Admiral Faulknor, merits the appellation of an excellent seaman, and has given many proofs of his nautical skill and personal valour, not so much, however, in the late as in former wars.

When Admiral Keppel took upon him the command of the Fleet of Observation, that was ordered to sea at the beginning of the American disturbances, in the year 1778, in order to watch the motions of the French squadron under d'Orvilliers, this Officer was appointed to the *Victory*, and served as the Admiral's Captain in that ship. He afterwards had the command of his Majesty's ship *Princess Royal*,

Royal, of 90 guns, and accompanied Lord Howe on his expedition to the relief of Gibraltar. Early in the war he commanded the Royal Oak.

Since the above period, no mention has been made of Captain Faulknor, 'till the late promotion of Flag Officers took place, when from the course of seniority, strengthened by an unimpeached character, he was appointed to the rank of Rear Admiral of the White Squadron of his Majesty's Fleet, and is very capable of serving his country with credit, provided the infirmities with which he is unhappily afflicted, should not prevent it.

NAUTICUS JUNIOR.

REAR

REAR ADMIRAL PHILIP AFFLECK.

AMONG the distinguished names of Post Captains lately promoted to the rank of Flag Officers, that of this deserving veteran does infinite honor to the list. Educated in the great nautical school of the gallant Boscawen, and one of that Admiral's chief favorites, it cannot be wondered at that he imbibed the same thirst of fame and practical seamanship, which so eminently marked the character of that departed naval hero!

Admiral Affleck served the early part of his life in the Indian seas, where he acquired rapid promotion, and a great professional name. In all the stages of his military career, we find him consistent, prudent, brave, and judicious; not less distinguished for his amiable conduct in private life, than for the public exertions
to

to which he owes the rank so recently bestowed upon him.

On the commencement of the late war, though troubled with bodily infirmities, and advancing towards the vale of life, Captain Affleck was one of the first to offer his services in defence of his country. The acquisition of so valuable and experienced an Officer was eagerly laid hold of by Lord Sandwich, who appointed him to the command of the *Triumph*, one of the first 74 gun ships in his Majesty's fleet. After fitting out the said ship in the river Medway, this active veteran lost no time in proceeding with her to the general rendezvous at Spithead, from whence he sailed for the Leeward Islands, and made a conspicuous figure on the great theatre of war in that Western hemisphere. His services, while upon this station, enriched the brilliancy of that character which had before attained a marked pre-eminence in the naval world, and there are few Officers better qualified for a command than this

this respectable Admiral. He is brother to Sir Edmund Affleck (the brave supporter of Lord Rodney) and it is much to be lamented that neither of the gallant Admirals have any offspring to perpetuate a name which must be ever dear to Great Britain!

NAUTICUS JUNIOR.

SIR

SIR RICHARD BICKERTON, BART.

THE true character of this Admiral is not easily to be conceived, much less described. Professional merit may have assisted his professional pursuits, but it must at the same time be admitted, that he owes a great deal to the private friendship of the Earl of Sandwich.

The school of Admiral Boscawen was such as any naval cadet of common abilities must glean improvement in. It has produced many excellent seamen of distinguished rank and merit. In that floating seminary, Mr. Bickerton made his first professional essay, and continued to rise progressively in the service without having signalized himself in any particular manner, except being one of the Lieutenants employed in the boats under the Captains Laforey and Balfour, to cut
two

two French ships of the line out of the harbour of Louisburgh; which service was performed greatly to the honor of all the Officers employed upon that duty*.

In the late war, Captain Bickerton commanded the *Terrible*, of 74 guns, and was in Admiral Keppel's engagement of the 27th of July. On the King's visitation to Portsmouth, he was appointed by the First Lord of the Admiralty, to steer his Majesty's barge, on which occasion he had the honour of Knighthood conferred upon him, and in the year 1778 was raised to the dignity of a Baronet of England.

It being judged necessary, in the year 1781, to send out a reinforcement to Sir Edward Hughes, the command of that squadron was given to Sir Richard Bickerton, who hoisted his

* It is worthy of remark, that the two gallant Captains were passed over in the late promotion of Flag Officers, and both the Lieutenants (*Affleck* and *Bickerton*) have been raised to the rank of Admirals. *O Tempora! O Mores!*

broad pendant in the Gibraltar, of 80 guns, and proceeded to the place of his destination. Many strictures have been passed on the Commodore's conduct upon this occasion, and it has been pretty roundly asserted, that he did not use all that expedition which the exigency of the service upon which he was sent required. Be that as it may, he was honored with the rank of Rear Admiral of the Blue Squadron of his Majesty's Fleet, on the late promotion, and it remains for his future services to shew how far the Admiral merits a situation superior to those veteran Captains under whom he served as a Lieutenant!

NAUTICUS JUNIOR.

HON.

HON. REAR ADMIRAL LEVE- SON GOWER.

THE haughty demeanor, ill-judged consequence, and illiterate superciliousness of this Officer, unhappily for him, obscure some professional virtues, which it must be allowed he possesses, and rather serve to excite our pity than incur our resentment.

Had the Hon. Gentleman prudently retired from the busy scenes of life, when he returned with his noble Chief from Gibraltar, he would have been spared the mortification of being placed at a public Board, where every action becomes conspicuous, and where wisdom and judgment should hold their unerring seats, free from the troublesome intrusion of ignorance and affected importance.

Captain Leveson (for he spurns at the name of Gower) has seen a great deal of

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real service, and is considered as a very able seaman. His conduct in the Valiant last war was truly exemplary, and the 27th of July 1778, may be considered as the *proudest* day of his nautical fame!

From the above period, his consequence as a naval Officer has been gradually on the decline, nor could the rays of youthful royalty* recover this fading sprig of the *mighty* house of Trentham from the pernicious blights of ministerial dependence.

* If any thing could add to the insufficiency of this mistaken Officer, it was seeking a seat in that senate where orators are much more wanted than *silent votes*; and where all his intellectual powers (however great) have been of no avail in supporting the partial measures of the Board to which he belongs.

* His Royal Highness Prince William Henry was Lieutenant of the Hebe frigate, when Commodore Leveson hoisted a broad pendant in her, and cruized in the Channel.

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In the late promotion of Post Captains, the First Lord of the Admiralty thought fit to descend so low on the list as to give the rank of Rear Admiral of the Blue to this Officer, because he was the half-brother of the Marquis of Stafford, who is the friend of the Lord Chancellor, who is the *alecto* of the Minister, who is the dictator of Lord Howe, who is the *principal clerk* in the marine department of Great Britain!

NAUTICUS JUNIOR.

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SIR

SIR JOHN JERVIS,
KNIGHT OF THE BATH.

TO delineate, with accuracy, the character of this distinguished Officer, would require a more intimate knowledge of it than I at present possess—that being the case, I must content myself with giving the general outlines of it, free from prejudice or partiality.

Few men stand higher in the estimation of the world as a naval Officer than Sir John Jervis. His whole life has been devoted to professional researches; and such is his pre-eminence in the nautical school, that the principal nobility of this country have deemed it an honor to place such of their sons as might be intended for the sea service, under his immediate care and tuition. Those promising young Officers, Captains Conway and Waldegrave, with many other junior branches
of

of the first families, were élèves of Sir John Jervis, and owe to his example and instruction the great share of professional merit which they so eminently possess.

Sir John is a rigid disciplinarian, but a seaman's *real friend*; at all times more happy to promote the deserving, than to punish those who transgress. Having passed the ordeal of service with an unsullied reputation, as a brave and good Officer, it would be a waste of time to take the retrospect of any part of his conduct antecedent to the late war, in which he made a distinguished figure as commander of his Majesty's ship the *Foudroyant*, of 80 guns. This ship was justly considered as a pattern to the rest of the fleet, in point of regularity, discipline, and good order; and so much was she extolled, that when persons of distinction honored the Western Squadron with their presence, the *Foudroyant* was always the ship they first visited. The amiable Duchess of Devonshire had nearly lost her life on an

occasion of this kind, for when the Grand Fleet lay in Torbay, at the time her Grace resided in the West of England*, she determined to take a view of the Foudroyant, but unfortunately as Sir John Jervis was leading this accomplished ornament of the British Court from Brixham Causeway to the barge prepared to carry her on board, the plank over which they were going slipped, and thereby gave

The brightest beauty to the surly wave!

On being taken out of the sea, her Grace was under the necessity (Brixham being a wretched fishing town) of repairing to the cot of an old woman, with whom she exchanged cloaths, and those of the Duchess will no doubt remain

* The Duke of Devonshire was at this period attending his duty in the Western camp, as Colonel of the Derbyshire Militia, and their Graces resided at Plympton House, near Plymouth; and it is somewhat remarkable, that the Duchess first shewed signs of pregnancy in the County of Devon.

there

there as a lasting monument of her Grace's goodness to her humble hostess.

Persuaded that any digression relative to so excellent and admired a character as the Duchess of Devonshire, will be acceptable to all ranks of people, I shall make no apology for it, but again return to the *Foudroyant*, which ship bore a very distinguished part in Keppel's engagement of the 27th of July, and was foremost upon every occasion in which the active spirit of her gallant Commander could be displayed.

It was the good fortune of Sir John Jervis to close his military career last war with the capture of his Most Christian Majesty's ship *Le Pegase*, of 74 guns, after a short action, in which he was slightly wounded.

With a great share of acquired reserve, and not a little professional pride, few men possess the happy talent of conciliation in a greater degree than this distinguished character. Ingenious sophistry, and a

specious shew of argument will often fascinate the admiration, when it cannot cultivate our esteem, and an unremitted offering at the shrine of power must sooner or later be crowned with success.

It is not for me to enquire whether the honorable order with which Captain Jervis was invested in so *extraordinary* a manner was bestowed as the reward of military merit, or as a recompence for *services* rendered a noble Marquis *now* basking with ease in the shade of retirement. When military honors are bestowed on military men, some reason is generally assigned for the marked distinction, as well to prevent jealousy in others, as to enrich the star with the brilliancy of superior merit!

In the late promotion of Flag Officers, Sir John Jervis obtained the rank of Rear Admiral of the Blue Squadron of his Majesty's Fleet. This additional dignity was given him in a way no less extraordinary than that in which the Red Ribband was bestowed,

bestowed, and however deserving he may be of every possible mark of royal favor, yet all naval people must allow that Sir John's services as a Commodore would have been equally beneficial to his country, without having recourse to the cruel measure of paving his way to professional greatness, by sacrificing the *honor* of older Officers to the partial chimeras which float on the brain of the noble Viscount at the head of the Admiralty. However, to sum up Sir John Jervis's character in a few words—Give him the post of honor, and "it will not tarnish in his hands!"

NAUTICUS JUNIOR.

REAR

REAR ADMIRAL DUNCAN.

IN order to pave the way to the promotion of Sir Charles Douglas, it was necessary to give rank to this Officer, who was next above him on the list of Post Captains, in consequence of which he obtained his Flag without any previous solicitation, and was unexpectedly raised to the enjoyment of a dignity which the honest veteran had no reason to expect would fall so soon to his lot, there being upwards of forty-five Captains senior to him when the promotion took place.

The professional conduct of this Officer has been irreproachable throughout a series of long and (occasionally) arduous services. In the year 1761 he was Admiral Keppel's Captain at the siege of the Havannah, and behaved remarkably well upon that occasion. His subsequent services were not of the most striking kind,

and during the late war (except when he commanded the *Blenheim* of 90 guns, at the relief of Gibraltar) he had no opportunity of displaying those nautical talents which he undoubtedly possesses in a very eminent degree, and of which the navy in general have always formed a very favorable and well grounded opinion.

The private character of Admiral Duncan is in every respect equal to his professional one—abounding in many excellent qualities, without an ostentatious display of them, and calculated to excite respect, admiration, and esteem.

NAUTICUS JUNIOR,

SIR

SIR CHARLES DOUGLAS, BART.

THIS Officer brings up the Rear of the late promotion of Flags, and enjoys the peculiar satisfaction of knowing, that the rank and honors which have been bestowed upon him were given as the reward of his professional services; uninfluenced by the interference of the great and servile, or by the polluted favors of intrigue and party. When public testimonies of approbation are founded on so firm, so honorable a basis, how must the heart exult in the consciousness of having deserved those marks of national applause!

Soon after our Colonies in North America had displayed the standard of rebellion, they meditated an attack on Quebec, upon which occasion this brave Officer (in conjunction with the late Sir John Hamilton of the Navy) distinguished himself in so gallant and singular a man-

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ner, that his Majesty was graciously pleased to raise them both to the dignity of Barons of England.

I shall now come to that more brilliant epoch of Sir Charles's life, when he acted as First Captain to Admiral Rodney on board the *Formidable*. His conduct on the glorious 12th of April stamped his character with the highest credit, and added greatly to his military fame.

On the first settlement of the Loyalists in Nova Scotia, Sir Charles Douglas was sent to Halifax as Commander in Chief of his Majesty's ships employed on that station and in the seas adjacent; but did not continue there long, on account of some personal affront offered to him on the part of the Board of Admiralty, which the gallant Baronet had too much spirit to brook, and therefore came home.

The Admiral particularly excels in the art of gunnery, which constitutes his chief delight, and may be very properly called his *hobby horse*. His professional character
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is truly respectable, and his private one meritorious, but in *some* respects rather singular.

NAUTICUS JUNIOR.

SIR

SIR HYDE PARKER, BART.
Deceased.

DISTINGUISHED and acknowledged merit requires no aid from the panegyrist's pen ; I shall therefore content myself with barely saying of this brave Officer, that he was one of the first and best seamen Great Britain could ever boast.

Possessed of an uncommon share of nautical skill, acquired by long and arduous services, this hardy veteran seemed to be the glory of that element on which he fell a melancholy martyr in his country's cause ; nor was he less distinguished in the more polished and scientific walks of life. He was an excellent classic and a finished scholar, *rough* without, but *smooth* within ; for his tongue was often known to assume a harshness at which his heart revolted ; and while he was indulging his heat of temper on some devoted head, it

was

was more than probable that a future day would see the object of former resentment unexpectedly raised to unsolicited preferment.

Early in the late war, Captain Parker commanded his Majesty's ship *Invincible*, of 74 guns, and was of the unfortunate squadron that suffered so much on the coast of America under Admiral Byron. In that quarter of the globe he continued for some time, and while upon the station was promoted to a Flag.

On Admiral Byron's return to Europe, this gallant Officer succeeded him in the command of his Majesty's ships employed on the Leeward Island station, and during the period of his command distinguished himself with his usual zeal, activity, and ardor, and rendered his country many important services, particularly by capturing a fleet of ships from Old France, laden with provisions and military stores of all kinds. These prizes were of the greater consequence,

consequence, as at *that* TIME the French Squadron in Port Royal Harbour, Martinique, could not put to sea for want of them. The British Squadron was also confined in the Bay of Gros Islet, St. Lucia, laboring under the same predicament; but fortunately slipped their cables, and pursued the enemy into St. Anne's Bay, where eighteen of them were taken, and others destroyed.

The fleet lost a most excellent Officer on the above occasion in Commodore Griffith, who was killed by the fire of the French batteries, as the Conqueror was standing out of the Bay; and here it would be ungenerous not to recite an action of the Admiral's, which displays his humane feelings in the highest degree. Finding that the deceased Commodore had promised to provide for two or three Officers who had accompanied him from England, he promoted them all without any solicitation whatever; and when they went to return him thanks, the honest

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veteran

veteran said to them (in particular to Captain Day) " Don't thank me, but the memory of your gallant friend, who is no more."

I must take occasion here to observe, that had it not been for the villainous disaffection of some British merchants resident in the illands where the prizes in question were sent to be sold, the enemy's fleet must have been locked up in port. These disloyal subjects bought up the greatest part of the naval stores, and carried them in schooners to Martinique, through the infamous channel of St. Eustatius.

On the arrival of Sir George (now Lord) Rodney at Barbadoes, Admiral Parker finished his career in the Western hemisphere, and returned in the Medway to England, accompanied by the Sphynx frigate, with a numerous and valuable convoy under his escorte.

Soon after his return to Europe, he was appointed Port Admiral at Plymouth,

and continued in that command till called upon to take the more honorable one of directing the Squadron destined to be employed in the North Seas, where his conduct was so truly exemplary and great, when engaged with the Dutch Admiral, Zoutman, that any thing I could say would fall short of the merit of this English tar.

Sir Hyde Parker having been one of the glorious few who accompanied Lord Anson in his voyage round the world, and being well acquainted with the Indian seas, was appointed to the chief command of his Majesty's ships in that quarter of the globe, and sailed in the *Cato*, of 50 guns, which was never heard of since her departure from England; in consequence of which, his eldest son, who is Principal Clerk in the Admiralty, has assumed the Baronetage, under the title of Sir Harry Parker.

NAUTICUS JUNIOR.

REAR ADMIRAL KEMPEN- FELT.

AS the virtues and melancholy catastrophe of this incomparable Officer must ever dwell in the remembrance of every true Briton, I trust I shall stand excused in bringing him forward among the living characters which I have undertaken to pourtray. This very excellent Officer was descended from an ancient family in the kingdom of Sweden, and met his untimely fate when he had arrived at the rank of Rear Admiral of the Blue Squadron of his Majesty's Fleet. He rose in the line of his profession with that modest diffidence which is ever the attendant on real merit, and generally emerges from the veil of obscurity to shine with additional resplendence. This country is indebted to the penetration of that discerning nobleman, the Earl of Sandwich,

wich, for having brought forward that distinguished character. The noble Lord was well informed of the superior abilities of the brave Kempenfelt, during the time he served as Captain in the East Indies, and wisely saw his future fame in the review of his conduct in that distant quarter of the British dominions. His professional *entrée* last war, was as Captain of his Majesty's ship Alexander, of 74 guns, then lying at the Nore, where he hoisted a distinguishing broad pendant as Commanding Officer at the Nore, during the absence of Admiral Roddam, who at that time was sitting as a member of Admiral Keppel's Court Martial. From the Nore he proceeded with the Alexander to Spithead, and joined the squadron, in which he had not served long before he was promoted to the rank of Rear Admiral. His services as a *junior* Flag Officer were so eminently conspicuous, that my Lord Sandwich very judiciously made choice of him to fill the more important station of

Commander in Chief, and in that character he hoisted his Flag on board his Majesty's ship Victory, of 100 guns. No Officer ever received distinguished honors with less personal indifference than Admiral Kempenfelt; and although indefatigable and attentive in the highest degree to the execution of public duty, he was the most absent man in the world in whatever related to himself.

When the Grand Fleet lay in Torbay, waiting the gallant Admiral's arrival, he made his appearance on Brixton Causeway, looking out for some boat to carry him on board, more like an itinerant visitor to the Fleet, than as Commander of it—his spying-glass in one hand, and a leaden case of snuff tied up in a pocket handkerchief in the other*. There were his faithful, constant companions upon every service. With the one he was in-

* An excellent portrait of the Admiral, drawn after this manner, was exhibited at the Royal Academy at Somerset House.

cessantly

cessantly employed in reconnoitring the conduct of his Fleet or the motions of the enemy, and with the other he beguiled the moments of ease, difficulty, or danger! This was the only baggage that the worthy veteran paid any regard to. For an indifferent spectator to have beheld his embarkation, it would have had more the appearance of a man seeking for employment, than of one destined to give it.

Cruizing with the Squadron off Ushant, the gallant Admiral fell in with a fleet of French men of war, convoying a number of ships destined to the East and West Indies, a great many of which he captured in the face of the enemy, who was of a superior force. These ships were crowded with soldiers, and laden with naval and military stores, for the service of their distant settlements. This was a severe shock to the French, and frustrated all the hostile plans they had meditated for the ensuing campaign in those quarters of the globe. In addition to his other great

qualities, the navy of Great Britain will ever stand indebted to the memory of Admiral Kempenfelt, for his most excellent code of numerary signals, which he had nearly completed when he unhappily fell an awful victim to the watery grave!

The loss of his Majesty's ship Royal George must be recent in the minds of every one, and affords a dreadful instance of the uncertainty of human life. At the time she foundered at Spithead, the unfortunate Admiral was shaving himself in the quarter gallery of his cabin. Many have been the conjectures on this extraordinary event; and the late Captain Martin Waghorn, who commanded her, was tried by a Court Martial, and most honorably acquitted. It appeared that the ship was upon the heel, for the purpose of having her sides caulked and payed, when, without any previous alarm, she instantly went down. What went very much in favour of Captain Waghorn, on his trial, was the following circumstance—
that

that at the time this devoted ship was undergoing a *fashionable* repair at Plymouth, her timbers were so very rotten, that a common walking cane penetrated her sides ; so that there was not strength sufficient to fasten the ring-bolts. Such being (as it was) *absolutely* the case, it is but reasonable to apprehend that the guns on the weather side gave way, and consigned at least 300 souls to a premature eternity ! Humanity prompts me at this moment of my feeling, to suggest the propriety of embarking the Surveyor of the Navy, and the Master Shipwright of the King's yard, in one of these *partially* repaired ships, for the *pleasure* of a month's cruize in the Bay of Biscay !

Among the stately monuments which adorn the ancient Abbey of Westminster, it is to be hoped that a liberal and grateful nation will not forget the virtues of the *sacrificed* Kempenfelt.

NAUTICUS JUNIOR.

HIS

HIS ROYAL HIGHNESS
PRINCE WILLIAM HENRY.

THE Admirals of the Fleet cannot think it any disparagement to their rank, to find a son of their Royal Master introduced among them, prior to his attainment of a Flag;—I have therefore taken upon me, in this particular instance, to pourtray, if I can do it justice, the character of this illustrious hope of the British navy!

Prince William Henry is third son to our august Sovereign, and bids fair in every respect to prove a glorious pillar to the wooden walls of Old England! In private life, his Royal Highness inherits all his father's virtues, and in the line of that profession he has honoured with a preference, few Officers, if any of his age, can excel him. It might have been a singular

singular misfortune to the Prince, to have made his first *entrée* in the naval service on board the Prince George, under the tutelage of so insignificant a naval character as Rear Admiral Digby; his Royal Highness, however, made a virtue of necessity, and profited so far by the unpleasant situation, as to make himself acquainted with the value of *real merit*, whether placed in the cabin, the ward-room, or the cable-tier; to each of which he paid occasional visits, and was never more happy than when he could divest himself of the character of the *Prince*, to assume that of the *Sailor*, or the *Friend*! Many are the instances which his Highness displayed of a true greatness of soul. I shall mention one in particular, which relates to a young gentleman of the name of *Sturt*, (now Member in the present Parliament for Bridport) who was a brother Midshipman with his Highness on board the Prince George. The Prince and Mr. Sturt having had some misunderstanding on the quarter-deck, they

they agreed to go down to the orlop, or cockpit, to decide the matter, when after a long and very severe contest, victory decided in favour of the latter, who was a greater adept in the art of boxing than his Royal opponent. The generous Prince did all in his power to conceal the affair from the Admiral, and has ever testified the warmest friendship for his victorious antagonist. His Highness always dressed for dinner, but no sooner had he quitted the Admiral's *frugal* repast, than he resumed the habit and station of the midshipman, and, arrayed in his jacket and trowsers, was either going aloft, or employing himself upon any other active duty, where nautical experience could be acquired;—yet, amidst all the follies of youth, the dignity of his birth was never known to forsake him.

A scrupulous observer of the minutiae and etiquette of service, his Royal Highness was ever an example of the strictest subordination

subordination to the other Petty Officers ; and whenever it was his watch upon deck, it was easy to distinguish an unremitted attention to the most trifling parts of his duty. In receiving Commissioned Officers on board, or in ordering their boats to be manned for their departure, there was an alacrity and politeness shone conspicuous, and seemed to inspire the crew with that awful respect which this illustrious young hero seems born to command, and which cannot fail to endear him to a great and powerful nation. Even in the most common routine of a Midshipman's duty, such as carrying liberty-men from ship to ship, his Royal Highness evinced a soul beaming with humanity, and seemed to take particular delight in being the happy instrument of affording the brave tars a temporary relaxation from the fatigues of their duty.— Not alone content with this, his purse was ever open when his benevolent heart pointed to the object, and the sailors felt
a glow

a glow of ardor for their Sovereign, in contemplating the patriot virtues of his son!

The first actual service in which we find the Prince engaged, was when Sir George (now Lord) Rodney captured the Spanish fleet commanded by Don Langara*.

Soon after the Prince's return to England, he accompanied Admiral Digby on his command to North America; but the active spirit of his Highness would not suffer him to remain on shore at New York, whilst there was an opportunity of cruising against the enemies of his country; he therefore desired permission of the Admiral to serve on board his Majesty's ship Warwick, of 50 guns, commanded by the Hon. Captain Keith El-

* This illustrious sailor was also present at the capture of the Carracco fleet, the convoy to which (a Spanish ship of the line, named El Guipulcoana) was named the Prince William, in respect to his Royal Highness.

phinstone. In this ship his Royal Highness continued until the arrival of Lord Hood, with whom he embarked on board the *Barfleur*; and on the peace being concluded, he paid a visit with that gallant Admiral to Cape François, where he was received by the French Governor and inhabitants with the most distinguished marks of honor and respect. The Prince, after such a variety of services, returned to England, where he did not long enjoy the comforts of ease.

Other travels now engaged his Royal Highness's attention, and he paid a visit to several of the German Courts, particularly that of Berlin, where it is said that his amiable perfections were not beheld with indifference by one of the daughters of the present King of Prussia. In the midst of every pleasure, this indefatigable young Prince never lost sight of the *premier* object—his profession! He soon quitted Germany, and embarked on board the *Hebe* frigate, under the inauspicious

spicious command of the Hon. Captain Levelson Gower. It seemed as if this young Prince was to be devoted to *ignorance* or *self-sufficiency*. However, happily for him, this haughty *martinet*, after cruizing round the coasts of England and Scotland, struck his broad pendant, and left his Royal pupil in the hands of a brave and honest seaman, (Captain Thornborough) with whom he served some months as Third Lieutenant of the Hebe.

Having thus gloriously passed through the regular gradations of Midshipman and Lieutenant, and served the proper time, his Royal Highness was promoted to the rank of a Post Captain, and appointed to the command of the Pegasus frigate at Plymouth.

If any thing can add to the excellent character of this illustrious young sailor, it is a circumstance which I feel infinite pleasure in relating.—On his Royal Highness being appointed to the command of the Pegasus, the Port Admiral signified

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to the Prince, that it was the wish of the Captains then at Plymouth, to be introduced to him in form. To which his Highness with great readiness assented, and appointed the following day for his levee at the Commissioner's House. The Admiral having introduced the several Captains to his Royal Highness, he expressed great surprise that his late brother Officers, the Lieutenants, did not wait upon him, and signified his pleasure that they should attend his levee the next day. They were accordingly introduced to the Prince, who with a condescension that will ever do him honor, invited himself to dine; or, to use his *own words*, to have a *jolly day* with them;—at the same time naming a day prior to that on which he was engaged to dine with the Admiral and Captains; thereby conveying a lesson of reproof worthy to be recorded in *letters of gold*. During his Highness's continuance at Plymouth, by his noble deportment and unaffected manners, he won the affections of all ranks of people.

The Prince sailed soon after in the Pegasus, for the dreary and inhospitable regions of Nova Scotia, from whence he proceeded to the Leeward Islands and Jamaica, where his Royal Highness's presence diffused universal joy among all ranks of people. After visiting all the Islands situated in those seas, this illustrious voyager returned to his station at Halifax under the command of Admiral Sawyer, with whom he paid a visit to Quebec. The inhabitants of Canada, as well French as English, received his Royal Highness with the most affectionate tokens of loyalty and respect. The public addresses presented to the Prince wherever he went, were of the most flattering kind, and the answers given to them by the royal sailor breathed all that spirit of elegant refinement which his high birth and exalted sentiments were so capable of inspiring.

Prince William, in the latter end of the year 1778, returned to Europe, and took an opportunity of putting into the

Cove

Cove of Cork, where the hospitable Hibernians gave his Royal Highness the most cordial welcome.

From what cause it is to be imputed cannot be said, but the Prince was not permitted to gladden the metropolis of Ireland by his presence; on the contrary, the Pegasus was ordered to Plymouth, to which place their Royal Highnesses the Prince of Wales and Duke of York immediately repaired on the wings of affection to visit their royal brother; after which these illustrious travellers returned to London, to attend the Queen's birthday, but were denied the happiness of being accompanied by their nautical relative, who they left at Plymouth, preparing for another foreign voyage, which it is expected will be the last his Royal Highness will make in the character of a Post Captain*.

NAUTICUS JUNIOR.

* His Royal Highness has now got the Andromeda frigate.

F I N I S.

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MAUTER & FORTMAN

* His Royal Highness has now got the Andromeda

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